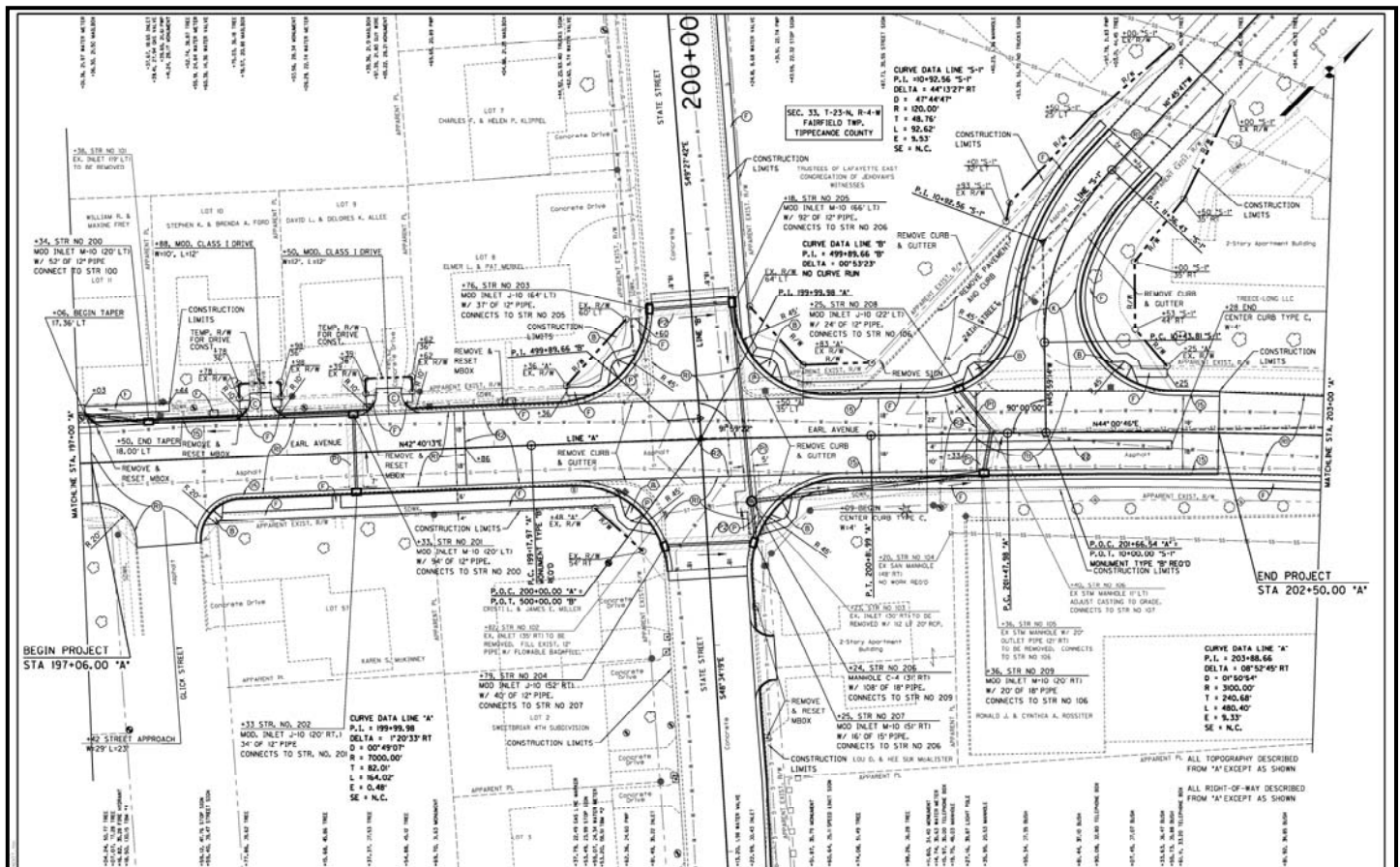


The Fiscal Year 2009 Transportation Improvement Program



The Area Plan Commission of Tippecanoe County

FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM

of the

Area Plan Commission
of Tippecanoe County

June 2008

Prepared by the

Area Plan Commission of Tippecanoe County

in cooperation with the
Greater Lafayette Public Transportation Corporation (CityBus)
Purdue University Airport
Indiana Department of Transportation
City of Lafayette
City of West Lafayette
and
Tippecanoe County

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EXECUTIVE SUMMARY and INTRODUCTION

The purpose of the Transportation Improvement Program (TIP) is to coordinate the implementation of **all** transportation projects in Tippecanoe County. This includes projects receiving funds from the U.S. Department of Transportation and those funded solely with local revenue. The time period covered by this report is approximately five years: Fiscal Year 2009 through 2013. Each fiscal year begins on July 1st.

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any of the following six implementing agencies:

- The City of Lafayette
- The City of West Lafayette
- Tippecanoe County
- The Greater Lafayette Public Transportation Corporation (CityBus)
- The Purdue University Airport
- The Indiana Department of Transportation

Projects are programmed to anticipate future problems and react to ever changing conditions. Some of the projects have been selected in response to needs documented in the various long range plans, while other projects address emerging situations or current problems needing attention. This document provides local governments with a well-established direction for at least the next four-year period.

This community proposes to spend over \$171.5 million for locally initiated projects and program over \$200.8 million for State initiated projects in FY 2009 through FY 2013. The Federal share for the projects is over \$57.8 million and \$64.1 million respectively. These figures include only those projects for which funds are being programmed for one or more phases. The complete Five-Year Program of Projects list and location maps are in **Exhibits 1 through 8**. Those projects in **Exhibits 3, 4 and 7** are included for informational purposes only.

For FY 2009 local jurisdictions requested over \$15.6 million in Surface Transportation Program funds (STP see page 10, Key to Abbreviations). This includes \$14.8 million of STP Urban Group II funds, and \$0.8 million in Enhancement funds (**Exhibit 1**). The projects' relative ranking for STP Urban Group II funds are shown in **Exhibit 9**.

All federally funded projects in the TIP, except those listed in **Exhibits 3 and 7**, are constrained by the funds available at all levels of government (local, state, and federal). These projects are the most pressing but in no way reflect all the communities' transportation needs. The TIP development process assures that limited funds are expended where the need is greatest.

This report is divided into eight sections. Section One details the public and private participation process. Section two documents the Environment Justice process. The method by which projects are selected for inclusion into the TIP comprises the third section. The fourth section contains the Five-Year Program of Projects for the

metropolitan area. Projects are listed by fiscal year and phase to illustrate when they will occur over the next four years. Section five provides a financial summary and plan. All local projects are tabulated by federal and local funds. This section also provides a comparison between available funds and those needed. Section six lists the local and state priorities for all federally funded projects. Section seven provides an analysis of financial capacity for CityBus. A short discussion of the progress of both local and INDOT projects over the past year is covered in the eighth section. A summary of public responses can be found in **Appendix 5**.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires all Metropolitan Planning Organizations to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This information is covered in a separate more detailed report which is available at the APC office and on the APC web site.

This list is found in section nine, and it has been divided into two lists: local projects and INDOT projects. There is also a more detailed document published separate from this document.

On August 10, 2005, SAFETEA-LU was enacted as Public Law 109-59. On February 14, 2007, both the Federal Highway Administration and Federal Transit Administration issued their final guidance outlining the development and content of the TIP. This TIP complies with those requirements.

1. PUBLIC / PRIVATE PARTICIPATION PROCESS

As a requirement of SAFETEA-LU, all Metropolitan Planning Organizations must provide stakeholders reasonable opportunity to comment on the proposed TIP and the development of the report. This includes providing: adequate public notice, timely information to various organizations, reasonable public access to technical and policy information, and seeking out and considering the needs of those traditionally underserved. The process must involve citizens, freight shippers, traffic, safety, and enforcement officials, private transportation providers, representatives of users of public transit, and local elected officials.

In response to SAFETEA-LU, the Area Plan Commission of Tippecanoe County has developed a proactive participation process. The main source of public input and response is through the Area Plan Commission (APC) and its advisory committees. Notification of committee meetings, and other important information, is by, personal contacts, publication of legal notices and posting notices in public places. Personal contacts include notifying by letter representatives from the trucking industry, all freight transportation services in the area, railroads, bicycle clubs, minority groups, local private transportation providers, neighborhood organizations, representatives of users of public transit, and all Citizen Participation Committee members.

ADVISORY COMMITTEES

As in past years, the public, stakeholder organizations, business representatives and government officials had the opportunity to participate in the development of the TIP through the Area Plan Commission and its three advisory Committees: the Technical Transportation Committee, the Citizen Participation Committee, and the Administrative Committee. These committees are an integral part of the planning process and advise the Area Plan Commission on transportation planning matters. The public is encouraged to attend all committee meetings.

a) *Area Plan Commission*

The Area Plan Commission of Tippecanoe County is designated by the Governor as the official Metropolitan Planning Organization for Tippecanoe County. The Area Plan Commission is responsible for transportation planning, review of federally funded projects and programs within the Metropolitan Area. The Area Plan Commission holds its meetings on the third Wednesday evening of each month. When reviewing any resolution, and prior to a decision, the public is given the opportunity to express opinions and concerns. In addition, the agenda contains a separate time specifically devoted to citizens for comments and grievances. Agendas are posted as provided by law and sent to the media in both preliminary and final form 5 days prior to each meeting.

b) *Technical Transportation Committee*

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various local, state, and federal government engineers and planners,

traffic officers, and transit and airport operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group makes recommendations to the APC on TIP development, project prioritization, and amendments. As with APC meetings, the public is asked to provide input and suggestions. The TTC meets on the third Wednesday afternoon of each month. Agendas are posted and sent to the media a week prior to meetings.

c) Administrative Committee

The Administrative Committee (AC) is comprised of the chief elected officials from the Cities of Lafayette and West Lafayette, and Tippecanoe County. Members also include representatives from INDOT, and CityBus. Members of this Committee ultimately make financial commitments to implement TIP projects. Meetings are held on an “as needed” basis, and agendas are posted as provided by law and sent to the media a week prior to meetings.

d) Citizen Participation Committee

The Citizen Participation Committee (CPC) is a broad based, grass roots, committee of citizens. These citizens provide a link for disseminating information to nearly 40 organizations in the Greater Lafayette area. In addition to providing information, the meetings allow for group representatives to give feedback on topics from previous meetings. The meetings are scheduled bimonthly and are held on the 4th Tuesday of the month. Agendas are mailed to all representatives, posted and sent to the media one to two weeks prior to the meeting.

This year, information regarding the TIP was presented at the March and May CPC meetings. At the first meeting, the process used to develop the TIP was presented and discussed as were the list of local projects. The project priorities recommended by the Technical Transportation Committee were also reviewed. All comments and questions from the members can be found in **Appendix 5**.

During the second meeting, the draft TIP was discussed and the schedule for approval by the Area Plan Commission was presented. The meeting notification letter also mentioned that the draft document was available for review and comment on the APC transportation web site. The letter further stated that a paper copy would be mailed upon request. The location, date and time the Area Plan Commission would review the TIP for adoption was also included in the letter.

NOTICES

Letters were mailed to all stakeholders more than 90 days before TIP adoption. The letter included a basic introduction, the content of the TIP, and how projects are prioritized. It also stated when the Technical Transportation Committee would review and prioritize local projects requesting federal funds. As an additional opportunity to provide information and receive comments, the letters included the address, email, and phone number of a staff contact person.

A second letter was mailed providing information about local and INDOT projects. The letter stated that the Technical Transportation Committee prioritized the local projects in which federal funds were requested. Both the local project list and prioritized list were included. The letter also stated that the Technical Transportation Committee would prioritize INDOT projects at its April meeting. A list of INDOT projects was included. Once again the letter contained the address, email and phone number of a staff contact person.

A third letter reviewed what actions had been taken and that the draft document had been completed. It further stated that copies of the draft document were available via the Internet or upon request. The date, time and location when the Area Plan Commission would discuss and possibly adopt the TIP were also provided. The letter included a contact name, phone number and address.

Two legal notices were published in each local newspaper, one daily and one weekly, concerning the development, project lists, prioritization, and adoption of the TIP. The first notice announced that the TIP was being developed and when the Technical Transportation Committee would review and prioritize all projects. The second notice stated when the Area Plan Commission would discuss the TIP and act on its adoption. Both notices provided persons an invitation to inspect the draft TIP and all pertinent material.

The public participation process included posting public notices at key locations: both City Halls, the County Office Building, West Lafayette Community Center, the Tippecanoe County Senior Center, Riehle Plaza, the West Lafayette Public Library, the Tippecanoe County Public Library branches (downtown, IV Tech and Lindberg campuses), and at the Hanna Center. A notice was also posted at the CityBus administrative building. Three notices were posted during the development of this TIP. The first notice stated that the draft TIP was being developed and when projects requesting federal funds were to be prioritized. The second notice stated when the Technical Transportation Committee would prioritize INDOT projects. The third notice stated that the draft document was completed, how to obtain a copy, and when the TIP was to be considered and possibly adopted by the Area Plan Commission.

Notification and public involvement was expanded during the development of the FY 2005 TIP. Taking advantage of the Internet, the draft document was placed on the APC web site. For viewers wanting to leave comments or ask questions, an email address was given on the web page.

If there had been significant differences between the TIP that the public had an opportunity to comment on and the TIP proposed for adoption, an additional public meeting would have been held. That was not necessary for this TIP. During the development process, all comments and questions that were received are noted in the **Appendix 5**.

Pursuant to the October 22, 1984 and the January 14, 1989 Federal Register concerning Private Enterprise Participation in the Federal Transit Program, the MPO has instituted a process that encourages the participation of private enterprises in

developing the plans and programs funded under by the Federal Transit Administration. The process incorporates an early notice to private transportation providers of proposed public sector transit service as well as an opportunity to review and comment on the TIP prior to Technical, Administrative and Policy Committee adoption. This process was initiated with the review of the FY 1986 TIP.

Prior to TIP development, a list is compiled of private transportation providers in the community. The list is generated from the APC's clipping file, the telephone directory, and the "Polk City Directory." Phone contact is then made to ensure that the operator: 1) is still in business, 2) that we have the correct address and name of the general manager or owner, and 3) that the operator does in fact provide transportation services. The aforementioned letters notified these providers that the Area Plan Commission was developing the TIP, when projects would be prioritized, and when the TIP would be adopted. They were also provided the list of local and INDOT projects.

The initial years of this review procedure generated some interest from private transportation providers. However, interest declined to only a few responses and then to none. No responses were received this year, although some private providers tell staff that they appreciated getting the project information.

2. ENVIRONMENTAL JUSTICE

Environmental Justice is a vital component of the TIP by amplifying and strengthening Title VI of the Civil Rights Act of 1964. It assures that minorities and persons of low income are considered in developing the TIP. Further, transportation improvements must not disproportionately impact those sectors of the Community.

Environmental Justice encompasses three principles. The first is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The second is to ensure the full and fair participation by all those potentially affected in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Projects in the FY 2009 TIP were reviewed using APC's standard environment justice evaluation process. Projects were compared to those identified in the 2030 Transportation Plan and 2008 Transportation Improvement Program. If a project is shown in either Plan and is indicated that it may have an impact, the project is then listed below. Those projects that are not on either list go through the macro, and possible micro review. Those found that may have an impact are listed below.

To assure full participation by those potentially affected, local community organizations and groups are used to communicate to those impacted. This follows the recommendations in the US DOT manual: Public Involvement Techniques for Transportation Decision-Making. The Citizen Participation Committee includes most of these organizations and groups. Neighborhood organizations were also sent notification letters.

Projects with Possible Findings

Local Projects:

Concord, Phase 1	Happy Hollow
Concord/Maple Point, Phase 2	Cumberland Rd Extension
Earl Avenue	Yeager

INDOT Projects:

Hoosier Heartland, Phase 1
 SR 26: I-65 to CR 550E
 SR 26: CR 550E to CR 900E
 SR 43: SR 225 to Brookston
 US 52: Union to McCarty
 US 231: S. River Road to SR 26
 US 231: SR 26 to US 52

3. PROJECT SELECTION PROCESS

The project selection process begins in January. Project identification, selection, and review procedures are as follows:

1. Projects are submitted by participants in the transportation planning process.
2. Projects are reviewed and assembled by the MPO staff.
3. The transit portion is endorsed by the Board of Directors of CityBus.
4. The first notice is given which includes mailing contact letters and publishing legal ads in two local newspapers as outlined in the Public/Private Participation Process. The notice also states the meeting time and date when all of the local and INDOT projects requesting STP Group II funds will be reviewed and prioritized by the Technical Transportation Committee.
5. Submitted local projects are financially constrained and prioritized (including a discussion of safety, security and congestion) by the Technical Transportation Committee. INDOT projects are only prioritized.
6. Local and INDOT projects, priorities, and TIP development are presented and discussed with the members of the Citizen Participation Committee.
7. The draft TIP is developed. It is then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
10. The draft document is presented at a CPC meeting. Members are informed when the document will be reviewed and possibly adopted by the Area Plan Commission.
11. Another public notice is distributed. It states that a draft document has been developed and includes the date and time when the Area Plan Commission will review and possibly adopt the TIP.
12. The draft TIP and project priorities are reviewed and endorsed by the Administrative Committee.
13. The Area Plan Commission reviews and approves the TIP by Resolution.
14. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is made available.
15. The adopted TIP is then submitted to: INDOT, FHWA, FTA and the local participating agencies.

The Area Plan Commission, at its June 18, 2008 meeting, adopted the FY 2009 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (March 26, 2008) for the transit portion. The APC, TTC, AC, CPC, and Board of Directors meetings were held as open forums. Notification to news media, posting notices and agendas all occurred in advance of these meetings.

4. FIVE YEAR PROGRAM OF PROJECTS

The Five-Year Program of Projects is required to include all projects that will use financial assistance from the US Department of Transportation. Most of the projects listed in this section have programmed State and/or Federal assistance within the five-year TIP. It is the outcome of the process discussed in the previous section. The program also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects (not yet fully funded), both local and State, are also shown, but in separate exhibits. They are shown for informational purposes only and as a reference of upcoming projects.

All local projects can be found in **Exhibits 1 and 3** with their locations shown in **Exhibits 2 and 4**. **Exhibits 5 through 8** list and show all State projects. Projects for which Surface Transportation Program Urban Group II funds will be used and their amounts are listed by their relative ranking in **Exhibit 16**. A summary of the funding sources for the locally initiated projects in and around the urban area is found in **Exhibits 11 through 13**. Projects for which Surface Transportation Program Urban Group II funds will be used and their amounts are listed by their relative ranking in **Exhibit 16**.

The Five-Year Program of Projects contemplates a total transportation budget of over \$402.1 million for the five-year period. In FY 2009, over \$74.7 million is programmed for fiscally constrained projects by the community. The U.S. Department of Transportation's share of the cost is over \$26.9 million. Locally initiated projects account for over \$20.3 million, with state projects accounting for over \$6.5 million. The cost for individual projects using Federal, State, and local funds can be found in **Exhibits 1, 3, 5, and 7**. Project cost estimates in this TIP reflect year of expenditure dollars.

In January of 1992, the CityBus Board of Directors approved and adopted an Americans with Disabilities Implementation Plan. That plan was updated and approved in January of 1993, 1994, and February 1995. On August 14, 1995, the FTA reduced the reporting requirements for those systems that were in compliance. Transit providers only had to submit a one-page plan update and hold a public hearing. Then on October 29, 1996, FTA issued additional guidelines. As the memo states "From now on, transit systems in compliance with the six ADA paratransit service criteria are not required to submit plan updates or hold annual hearings." Transit systems now submit a self-certification annually as part of their annual certification. The operating assistance being requested in this TIP will be used to continue the paratransit service.

Key to Abbreviations

AC - Administrative Committee

ADA - American's with Disabilities Act

AMP - Airport Master Plan

APC - Area Plan Commission of Tippecanoe County

AVL - Advanced Location System

COIT - County Option Income Tax

CPC – Citizens Participation Committee

DES NO - Designation Number. These are project numbers used by the Indiana Department of Transportation and the Federal Highway Administration.

FEDERAL SHARE (FED) - Is the amount of funds the USDOT will match for the project.

FFY - Federal Fiscal Year. The Federal Fiscal year begins on October 1st.

FHWA - Federal Highway Administration

FUND TYPE - This identifies the source of funding.

FTA - Federal Transit Administration

FY or Fiscal Year -The State fiscal year is used and for FY 2009 it is from July 1st, 2008 to June 30th, 2009.

GLPTC - Greater Lafayette Public Transportation Corporation (now CityBus)

IDEM - Indiana Department of Environmental Management

INDOT - Indiana Department of Transportation

ISTEA - Intermodal Surface Transportation and Efficiency Act of 1991.

KB&S - Kankakee Beaverville & Southern Railroad

LOCATION & PROJECT TYPE - Specifies the project, where it is located, its general termini, and a short description of the project. More complete project information can be obtained from the FA-3 form.

LPA - Local Public Agency is local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County)

MPO - Metropolitan Planning Organization

NS - Norfolk Southern Railroad

PHASE (Ph) - Road projects are broken down into implementation stages. The definition of the stages and the abbreviations are as follows:

PE or Preliminary Engineering is the initial phase of a project and includes planning, environmental, engineering, and design activities.

RW or Right-of-Way is the next phase (if needed) and involves obtaining the necessary land for the project. Federal funds shown may also be used for right-of-way engineering.

CN or Construction is the final implementation stage where the anticipated construction is performed. Federal funds shown may also be used for construction engineering.

Other projects proposed by LPA's and projects proposed by the Purdue University Airport and transit systems must be programmed in the TIP and include:

ST or Study
OP or Operating Assistance
CA or Capital Assistance
EQ or Equipment

PMTF - Public Mass Transportation Funds. These funds are generated through revenues raised from the State sales tax.

SAFETEA-LU - Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users

STP FUNDS - Surface Transportation Program funds. These funds are dedicated in the Transportation Equity Act for the 21st Century. STP funds are divided into several different categories. Each category specifies where and how they can be spent. Several categories include: **Urban, Rural, Rail, Enhancement, and Bridge**. Urban Group II funds are dedicated funds for cities with a population between 50,000 to 200,000 persons.

TCCA - Tippecanoe County Council on Aging

TDP - Transit Development Plan

TEA 21 - Transportation Equity Act for the 21st Century

TFP - Thoroughfare Plan

TIF - Tax Increment Financing

TIP - Transportation Improvement Program

TP - Transportation Plan for 2030

TTC - Technical Transportation Committee

UAL - Urban Area Limit

USDOT - United States Department of Transportation

Funding Codes**Federal Funds:**

117	Bridge Replacement Off System
33B	STP: Transportation Enhancement
3AA	STP: > 50,000 < 200,000
AIP	Airport Improvement Program
Bridge	Bridge Funds
Enhancement	STP Enhancement Funds
Federal Funds	Federal Funds Not Specified
Group IV	STP Funds for towns and Countys
HES	Hazard Elimination Safety Funds
HSIP	Highway Safety Improvement Program
IBRC	Innovative Bridge Research and Construction Program
IM	Interstate Maintenance
Lease Pro	Lease Proceeds from the Toll Road
NHS	National Highway System Funds
PMTF	Public Mass Transportation Funds
S3C	Capital Assistance Grant, Section 5309 FTA Funds
S9C	Capital Assistance Grant, Section 5307 FTA Funds
S9O	Operating Assistance Grant, Section 5307 FTA Funds
S10C	Capital Assistance Grant, Section 5310 FTA Funds
S16	Section 5316, Job Access & Reverse Commute (JARC)
S17	Section 5317, New Freedom funds
SAFETEA	High Priority Projects designated in SAFETEA-LU
STP	Surface Transportation Program
STP Flex	Surface Transportation Program Flexible Funds
SRTS	Safe Routes to School Funds
T21D	TEA21 Demonstration Funds

Local Funds:

L1	County Option Income Tax (COIT)
L2	Cumulative Bridge Funds (CBF)
L3	Cumulative Capital Funds (CCF)
L4	Economic Development Income Tax (EDIT)
L5	General Funds (GF)
L6	Greater Lafayette Community Foundation (GLCF)
L7	General Obligation Bonds (GOB)
L8	Industrial Rail Service Funds (IRSF)
L9	Local Road and Street Funds (LR&S)
L10	Local Property Tax (LPT)
L11	Revenue Bond Funds (RBF)
L13	Tax Increment Financing (TIF)
L14	Developer Escrow Account (DEA)
L15	Purdue University Funds (PUF)
L16	Motor Vehicle Highway Account (MVHA)
L17	Local Funds Not Specified (LFNS)
L18	Fares, Passes, Tokens (FPT)

Exhibit 1

Funded Local Projects: Fiscal Year 2009 through 2013

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette						
1. Beck Lane	PE	L1,4,13,16,17	0	450,000	450,000	2008/09
Poland Hill to Old US 231	RW	L1,4,13,16,17	0	300,000	300,000	2009
Road Reconstruction & Widening	CN	L1,4,13,16,17	0	5,600,000	5,600,000	2012
2. CR 350S	PE	L1,4,13,16,17	0	400,000	400,000	2008
9 th Street to Concord Road	RW					
Road Reconstruction & Widening	CN	L1,4,13,16,17	0	3,600,000	3,600,000	2009
3. City-Wide Trail & Greenway Master Plan	ST	3AA,L4,13	125,000	31,250	156,250	2008
4. Concord Road, Des # 0500092	PE					
Brady Lane to CR 350S	RW	3AA,L4,13	176,000	44,000	220,000	2009
Road Reconstruction & Widening	CN	3AA,L4,13	3,690,000	922,500	4,612,500	2009
5. Concord Rd. & Maple Point Ext. Des # 0800256	PE	L4,13	0	600,000	600,000	2009
US 52 to Brady Lane	RW	3AA,L4,13	1,715,000	428,750	2,143,750	2009
Reconstruction, Widening & New Road Construction	CN	3AA,L4,13	4,560,000	1,140,000	5,700,000	2010
6. Earl Avenue, Des # 0400756	PE					
At State and 24 th Streets	RW					
Safety Improvements	CN	HES/HSIP,L3	554,400	61,600	616,000	2008/09
7. North 26th Street, Des # 0800010	PE	SRTS	16,000	0	16,000	2008/09
Union Street to Cason	RW	SRTS				
Sidewalks & Handicapped Ramps	CN	SRTS	84,000	0	84,000	2009
8. Old Romney Road	PE	L1,4,13,16,17	0	450,000	450,000	2008/09
Twyckenham to SR 25	RW	L1,4,13,16,17	0	300,000	300,000	2009
Road Reconstruction & Widening	CN	L1,4,13,16,17	0	5,600,000	5,600,000	2010
9. South 9th Street	PE	L2,13	0	624,000	624,000	2011
Twyckenham Blvd to CR 350S	RW	L2,13	0	160,000	160,000	2012
Road Reconstruction & Widening	CN	L2,13	0	6,500,000	6,500,000	2013
City of West Lafayette						
10. Cumberland Avenue	PE	3AA,L4,5	130,604	32,651	163,255	2010
Salisbury St. to Soldiers Home Rd.	PE	3AA,L4,5	150,000	37,500	187,500	2012
Road Reconstruction	RW					

Exhibit 1 Continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
11. Crosswalk, Flashers & Ramps Des # 0800011 Happy Hollow & Cumberland Elm. Safe Routes to School Grant	PE RW CN	SRTS	10,000 240,000	0 0	10,000 240,000	2009 2009
12. Grant, Chauncey, Vine & Northwestern – Phase 1B Reconfigure one-way pair	PE RW CN	L3,4,5,9,13,16 L3,4,5,9,13,16 L3,4,5,9,13,16	0 0 0	120,000 75,000 1,250,000	120,000 75,000 1,250,000	2009 2010 2011
13. Happy Hollow Road US 52 to North River Road Road Reconstruction	PE RW CN	3AA,L3,4,5 L3,4,9,16 3AA,L4,9,16	320,000 0 4,198,636	80,000 70,000 1,049,659	400,000 70,000 5,248,295	2009 2010 2013
14. Lindberg Road Through Celery Bog & Golf Course Reconstruction	PE RW CN	3AA,L13,16	200,000	50,000	250,000	2009
15. School-Centered Safety Program Des # 0800009 Non-Infrastructure Activities Safe Safe Routes to School Grant	PE RW CN	SRTS	71,000	0	71,000	2009
16. Soldiers Home Road US 52 to Kalberer Road Road Reconstruction &	PE RW CN	3AA,L3,4,5	480,000	120,000	600,000	2010
17. Sycamore Lane, Des # 0600792 US 52 to Salisbury St. Traffic Calming	PE RW CN	L4,5,9,13,16 HES,4,9,13,16	0 495,000	75,000 55,000	75,000 550,000	2009 2009
18. Wabash Heritage Trail Extension Trolley Line to existing Wabash H. Trail New Trail Des # 0710997	PE RW CN	33B,L3,4,5,13 33B,L3,4,5,13	40,000 811,000	10,000 192,000	50,000 964,000	2009 2009
19. Yeager Road, Des # 0600696 US 52 to Northwestern Ave. Added Travel Lanes	PE RW CN	3AA,L3,4,13 3AA,L13	220,000 1,700,000	55,000 425,000	275,000 2,125,000	2009* 2010
Tippecanoe County						
20. Cumberland Road Extension Des # 0300593 & 0300595 Klondike Road to Existing Road New Road Construction	PE RW CN	3AA,L4,9 3AA,L4,9	160,000 3,052,000	40,000 1,948,000	200,000 5,000,000	2010 2012
21. CR 900E Bridge (#153) Des # 0201093 Bridge over North Fork Wildcat Cr. Bridge Rehabilitation	PE RW CN	IBRC, L2 Group IV	620,000	155,000	755,000	2009

Exhibit 1 Continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
22. Hog Point Bridge (#151)	PE	L2	0	200,000	200,000	2009
Bridge over Tippecanoe River	RW	L2	0	300,000	300,000	2009
Replace Bridge & Approaches	CN	L2	0	2,300,000	2,300,000	2009
23. Lilly Road Bridge (#U209)	PE					
Des # 0100365	RW					
Replace Bridge & Approaches	CN	117,L2	920,000	680,000	1,600,000	2009
24. Lindberg Road	PE					
Klondike to McCormick	RW	L4,9	0	150,000	150,000	2009
Road Reconstruction & Widening	CN	L4,9	0	2,600,000	2,600,000	2010
25. McCarty Lane Ext., Des #0400938	PE					
CR 550E to SR 26	RW	L2,9	0	300,000	300,000	2009
New Road Construction	CN	3AA,L2,9 & INDOT	5,873,443	1,468,361	7,341,803	2009
26. McCormick Road	PE					
Cherry Lane to Lindberg Road	RW	L4,9	0	150,000	150,000	2009
Road Reconstruction & Widening	CN	L4,9	0	1,600,000	1,600,000	2010
27. South River Road, Phase III	PE					
CR 300W to US 231	RW	L2,9	0	200,000	200,000	2009
Widening & Resurfacing	CN	L2,9	0	2,000,000	2,000,000	2009
28. Tyler Road, Des # 0400311	PE					
North County Line Rd. to CR 900N	RW					
Safety Improvements	CN	HES,L9	1,269,000	141,000	1,410,000	2009
29. County Bridge Replacement						
A Bridge #152 (Pretty Prairie Rd)	CN	L2	0	700,000	700,000	2009
B Bridge #28 (CR 200W & 900S)	CN	L2	0	900,000	900,000	2008
c Bridge #U64 (Lilly Rd at 210W)	CN	L2	0	900,000	900,000	2010
d Bridge #65 (Lilly Rd at CR240W)	CN	L2	0	900,000	900,000	2010
e Bridge #141 (CR100N at 605E)	CN	L2	0	2,000,000	2,000,000	2013
f Bridge #516 (CR575E over Baker)	CN	L2	0	250,000	250,000	2009
g Bridge #503 (CR900S at 500E)	CN	L2	0	300,000	300,000	2012
h Bridge #501 (CR300S at 450W)	CN	L2	0	300,000	300,000	2011
i Bridge #191 (CR400W over Ditch)	CN	L2	0	400,000	400,000	2012
j Bridge #190 (CR 1200S at 860W)	CN	L2	0	300,000	300,000	2011
k Bridge #165 (Burnett over Creek)	CN	L2	0	1,000,000	1,000,000	2012
l Bridge #210 (CR 300S over N&S)	CN	L2	0	500,000	500,000	2011
m Bridge #U208 (Old Shadeland Rd)	CN	L2	0	700,000	700,000	2011
n Bridge #527 (Old US 231 over Wea)	CN	L2	0	1,300,000	1,300,000	2009
o Bridge #173 (CR600N at 180E)	CN	L2	0	700,000	700,000	2013
p Bridge #33 (CR200S at 1095E)	CN	L2	0	600,000	600,000	2012
q Bridge #17 (CR800S at 350E)	CN	L2	0	750,000	750,000	2010

Exhibit 1 Continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
30. Yeager Road	PE					
at Curves north of Kalberer Rd.	RW	L4,9	0	230,000	230,000	2008/09
Road Realignment	CN	L4,9	0	1,900,000	1,900,000	2009
Town of Battle Ground						
31. Railroad Street	PE					
Des # 0200770	RW					
Road Rehabilitation	CN	Group IV,L17	460,000	110,600	906,000	2008/09
		3AA	335,400			
CityBus						
32. Operating Assistance	OP	S9O,L1,3,10	473,511	4,973,523	9,038,739	2008
<i>Section 5307</i>			700,000	5,173,140	9,581,063	2009
			1,450,000	5,381,266	10,155,927	2010
			1,450,000	5,598,283	10,765,283	2011
			1,450,000	5,824,588	11,303,547	2012
			1,450,000	6,060,602	11,868,724	2013
33. Capital Assistance	CA	S9C,L3	1,990,624	497,656	2,488,280	2008
<i>Section 5307</i>			1,887,342	471,835	2,359,177	2009
			1,266,709	316,677	1,583,386	2010
			1,402,544	350,636	1,753,180	2011
			1,545,171	386,293	1,931,464	2012
			1,694,930	423,733	2,118,663	2013
34. Capital Assistance	CA	S3C,L10,18	700,000	203,906	1,119,530	2008
<i>Section 5309</i>			195,624			
E-2008-BUSP-0272			750,000	187,500	937,000	2009
E-2008-BUSP-0284						
Bus Replacement						
35. Job Access and Reverse Commute (JARC), Section 5316	OP/CA	S16,L10,18	625,000	287,500	912,500	2008/09
Extend Service to CR 350S & Purchase Hybrid Bus						
36. New Freedom, Section 5317	OP/CA	S17,L10,18	141,720	70,680	212,400	2008/09
Extend Service to Community Correction Facility & Purchase Security Cameras						

Exhibit 1 Continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<i>Purdue University Area</i>						
37. Williams/Harrison Streets	PE					
Phase 1A, Des # 0501163	RW	SAFETEALU	80,000	20,000	100,000	2009
Road Reconstruction & Widening	CN	SAFETEALU	5,000,000	1,250,000	6,250,000	2010
<i>Purdue University Airport</i>						
38. Ten Unit Nested T-Hanger and Helistop	CN	AIP,L15	715,263	79,474	794,737	2008/09
<i>Area Plan Commission</i>						
39. US 52 West Study	ST	3AA,INDOT	200,000	50,000	250,000	2008
CR 500W to Night Hawk/Lindberg Corridor Study						
TOTAL			57,844,921	97,489,163	171,522,9530	

* Note: The City of West Lafayette started the RW phase with federal funding allocated in the FY 2008 TIP

Exhibit 2

Location of Fiscally Constrained Local Projects, FY 2009 – 2013

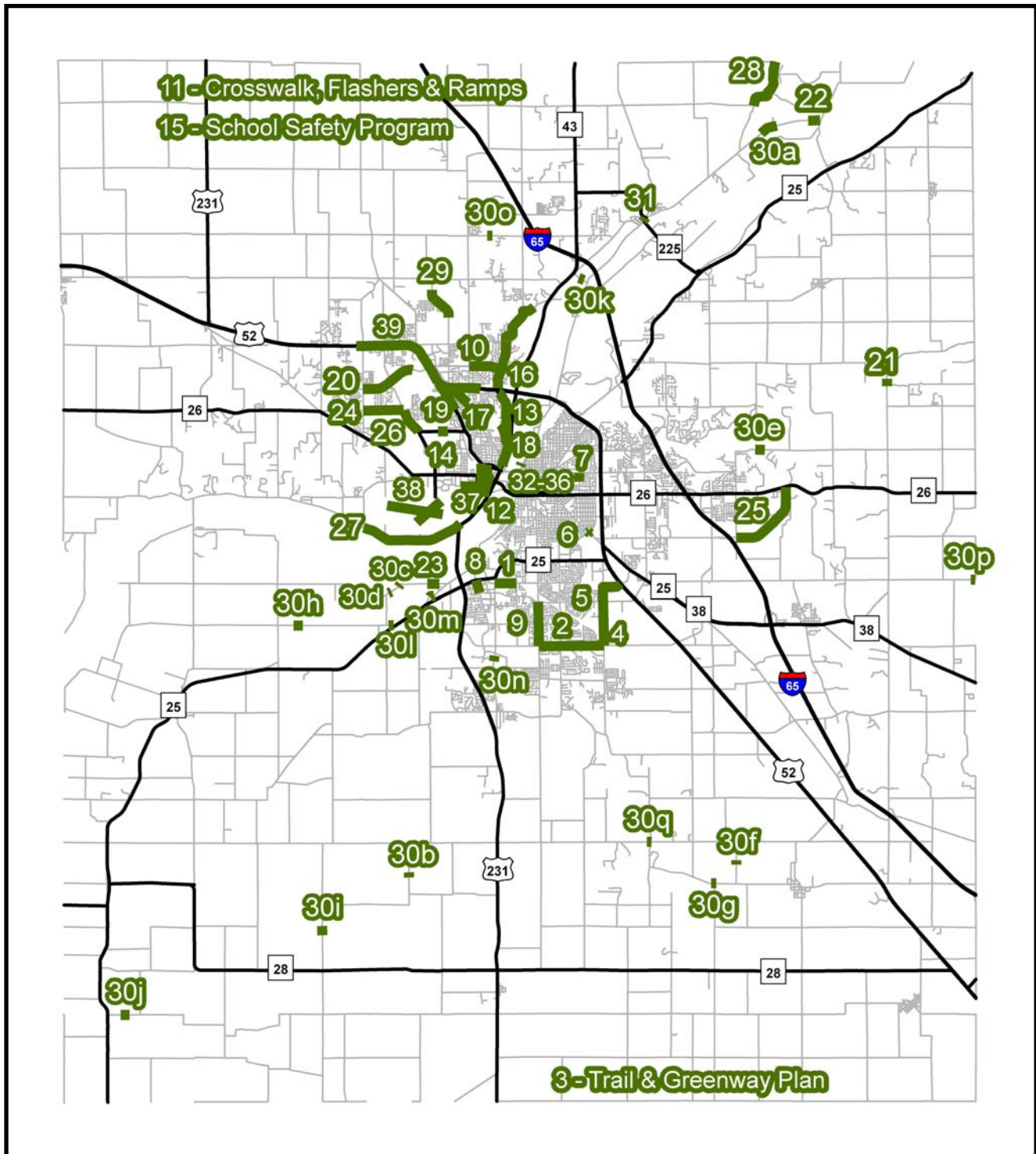


Exhibit 3

Unfunded Local Projects – FY 2009 through FY 2013

Project Location	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<i>City of Lafayette</i>						
No Projects						
<i>City of West Lafayette</i>						
1. Cumberland Avenue	PE					
Salisbury St. to Soldiers Home Rd.	RW					
Road Reconstruction	CN	3AA,L3,4,9,16	4,000,000	1,000,000	5,000,000	2011
2. North River Road	PE	3AA,L3,4,5,9,16	280,000	70,000	350,000	2012
Quincey St. to Catherwood Dr.	RW					
Reconstruction & Urbanization	CN	3AA,L9,16	3,480,000	870,000	4,350,000	2013
3. Salisbury Street	PE	3AA,L4,5,13	120,000	30,000	150,000	2011
At US 52	RW	3AA,L4,9,13,16	56,000	14,000	70,000	2012
Intersection Improvement	CN	3AA,L4,9,13,16	1,440,000	360,000	1,800,000	2012
4. Soldiers Home Road	PE					
US 52 to Kalberer Road	RW	3AA,L3,4,9,16	384,000	96,000	480,000	2011
Road Reconstruction &	CN	3AA,L9,16	6,240,000	1,560,000	7,800,000	2012
5. Soldiers Home Road	PE	3AA,L3,4,5	520,000	130,000	650,000	2011
Kalberer Road to City Limits	RW	3AA,L3,4,9,16	400,000	100,000	500,000	2012
Road Reconstruction &	CN	3AA,L3,4,9,16	6,640,000	1,660,000	8,300,000	2013
<i>Tippecanoe County</i>						
No Projects						
<i>Wabash Center</i>						
6. Replace 6 Passenger Vans	EQ	S10C,L17	237,600	59,400	297,000	2008/2009
Section 5310 Request						
TOTAL			23,797,600	5,949,400	29,747,000	

Exhibit 4

Location of Local Projects Shown for Informational Purposes Only

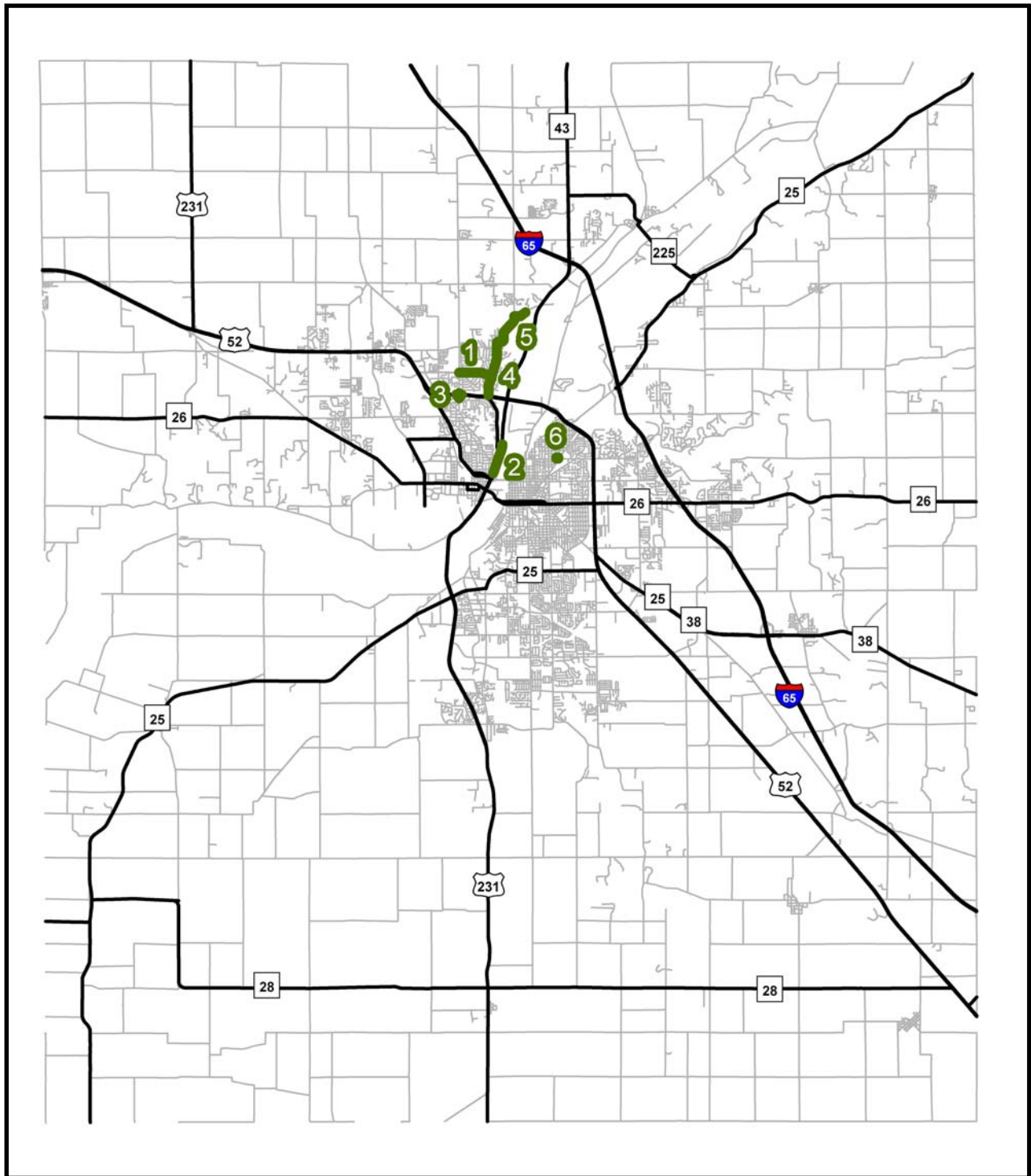


Exhibit 5

Indiana Department of Transportation Projects

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1. SR 25, Des # 9802920 (Note 1) <i>Hoosier Heartland – Phase A</i> I-65 to CR 450N <i>Major Moves Date: 2010</i>	PE RW CN	T21D NHS	685,815 21,574,574	171,454 5,393,643	857,269 26,968,217	2010 2010
2. SR 25, Des # 0500597 (Note 2) <i>Hoosier Heartland – Phase B</i> CR 450N to CR 700N <i>Major Moves Date: 2011</i>	PE RW CN	NHS Lease Pro.	653,275 0	163,319 21,760,000	816,594 21,760,000	2010 2011
3. SR 25, Des # 0500598 (Note 3) <i>Hoosier Heartland – Phase C</i> CR 700N to E. of County Line <i>Major Moves Date: None</i>	PE RW CN	NHS, State Lease Pro.	482,672 0	120,668 18,846,931	603,340 18,846,931	2010 2011
4. SR 25, Des # 0101064 at CR 575W & 500W Intersection Improvement	PE RW CN	STP STP	140,800 857,600	35,200 214,400	250,000 1,072,000	2009 2009
5. SR 25, Des # 0200004 3.77 miles N of SR 225 Small Structure Replacement	PE RW CN				37,500 215,000 450,000	2009/10 2011 2013
6. SR 25, Des # 0500107 At CR 375W Auxiliary Lanes, Passing	PE RW CN	Federal Funds	158,670	17,630	176,300	2009
7. SR 25, Des # 0710411 0.35 to 2.45 miles E of US 231 Road Resurfacing	PE RW CN					
8. SR 25, Des # 0710915 At Old US 231 Traffic Signal Modernization	PE RW CN				80,000	2010
9. SR 26, Des # 0012950 (Note 4) From 1.12 to 4.71 miles E of I-65 Pavement Replacement <i>Major Moves Date: 2012</i>	PE RW CN	NHS State NHS	2,024,000 0 9,600,000	506,000 240,000 2,400,000	2,530,000 50,000 12,000,000	2008 2009 2012
10. SR 26, Des # 0201252 at Tippecanoe/Warren County Line Small Structure Replacement	PE RW CN	STP Flex STP	48,000 1,040,000	12,000 260,000	60,000 40,000 1,300,000	2009 2009 2012

Exhibit 5 Continued

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
11. SR 26, Des # 0600401 (Note 5) at CR 500E Landscaping	PE RW CN	Lease Pro.	0	550,000	550,000	2008
12. SR 26, Des # 0710389 0.46 Mi. W to 0.07 Mi. E of US 231 Asphalt Overlay	PE RW CN	STP	424,000	82,800	530,000	2012
13. SR 26, Des # 0710916 At Marstellar Traffic Signal Modernization	PE RW CN				90,000	2010
14. SR 26, Des # 0800352 6.2 miles west of SR 526 Small Structure Replacement	PE RW CN				365,000	2009
15. SR 38, Des # 9802490 (Note 6) 0.45 to 1.35 Mi east of I-65 Pavement Replacement <i>Major Moves Date: 2009</i>	PE RW CN				238,000 3,600,000	2009 2009
16. SR 43, Des # 0800133 1.93 Mi N of I-65 to SR 18 Surface Treatment	PE RW CN				706,000	2011
17. US 52, Des # 9802510 Beech to SR 25/38 Pavement Rehabilitation <i>Major Moves Date: 2011</i>	PE RW CN	STP STP	504,800 20,160,000	126,200 5,040,000	631,000 25,200,000	2009 2011
18. US 52, Des # 0100699 (Note 7) Wabash R. to Beech Street Pavement Rehabilitation <i>Major Moves Date: 2011</i>	PE RW CN				900,000 15,000 9,000,000	2008 2009 2011
19. US 52, Des # 0201210 EB Bdg over CSX RR & N 9 th Bridge Deck Replacement	PE RW CN				1,570,000	2011
20. US 52, Des # 0201211 WB Bdg over CSX RR & N 9 th Bridge Deck Overlay	PE RW CN				700,000	2011
21. US 52, Des # 0400774 EB Bdg over Wabash River Bridge Replacement	PE RW CN	Bridge Bridge	320,000 80,000	80,000 20,000	400,000 100,000	2013 2013

Exhibit 5 Continued

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
22. US 52, Des # 0401287 East side of SR 443 Bridge Landscaping – Wildflowers	PE RW CN				35,000	2009
23. US 52, Des # Klondike to Night Hawk/Lindberg Corridor Study	ST	3AA	200,000	50,000	250,000	2009
24. I-65, Des # 9802790 (Note 9) at SR 43 Road Reconstruction <i>Major Moves Date: 2008</i>	PE RW CN UT	STP	2,727,600	681,900	3,409,500 30,000	2008 2008
25. I-65, Des # 0710471 Bdg on Swisher Road Bridge Deck Overlay	PE RW CN	IM IM	50,670 673,650	5,630 74,850	52,000 692,000	2009 2011
26. I-65, Des # 0710472 Bdg on CR 200N Bridge Deck Overlay	PE RW CN	IM IM	50,670 556,200	5,630 61,800	52,000 362,000	2009 2011
27. SR 126, Des # 0710363 SR 526 to US 231 Asphalt Overlay	PE RW CN	STP	290,000	72,500	362,500	2010
28. US 231, Des # 9700830 (Note) North of Wabash River to SR 26 Road Grading Only <i>Major Moves Date: 2007</i>	PE RW CN	Lease Pro.	0	10,787,000	10,787,000	2009
29. US 231, Des # 0300431 SR 26 to US 52 New Road Construction <i>Major Moves Date: 2009</i>	PE RW CN	Lease Pro.	0	26,036,984	26,036,984	2010
30. US 231, Des # 0400064 NB & SB Bridges over Wabash R. Bridge Rehab or Repair	PE RW CN	NHS	160,000	40,000	200,000	2010
31. US 231, Des # 0600629 (Note 11) North of Wabash River to SR 26 New Road Construction (S. Intramural Widening 0300374) <i>Major Moves Date: 2009</i>	PE RW CN				23,928,000	2011

Exhibit 5 Continued

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
32. US 231, Des # 0710918 at Vine Street Traffic Signal Modernization	PE RW CN				80,000	2010
33. SR 443, Des # 0710378 SR 43 to US 52 Asphalt Overlay	PE RW CN	STP	331,200	82,800	692,100	2010
34. Various Locations at Purdue Des # 0400569 Road Resurface	PE RW CN				217,767	2008
35. 12 Acres of Museums Campus Des # 9981310 Museum at Prophetstown	PE RW CN	Enhancement	384,000	96,000	480,000	2004
Total			64,178,196	94,035,339	200,875,002	

Note 1: includes 0400991, 0400992, 0500648, 0710323

Note 2: includes 0400995, 0400996, 0400997

Note 3: includes 0400998, 0400999, 0401000, 0401001, 0401002, 0401003

Note 4: includes 9608220

Note 5: includes 0600131

Note 6: includes 0101058

Note 7: includes 0800317, 0800318

Note 8: includes 0201392

Note 9: includes 0300284

Note 10: includes 9900831, 9900832

Note 11: includes 9900833, 000083A, 000083B, 000083C, 000083X, 0100932, 0100933, 0300374

Exhibit 6

Location of INDOTs Projects

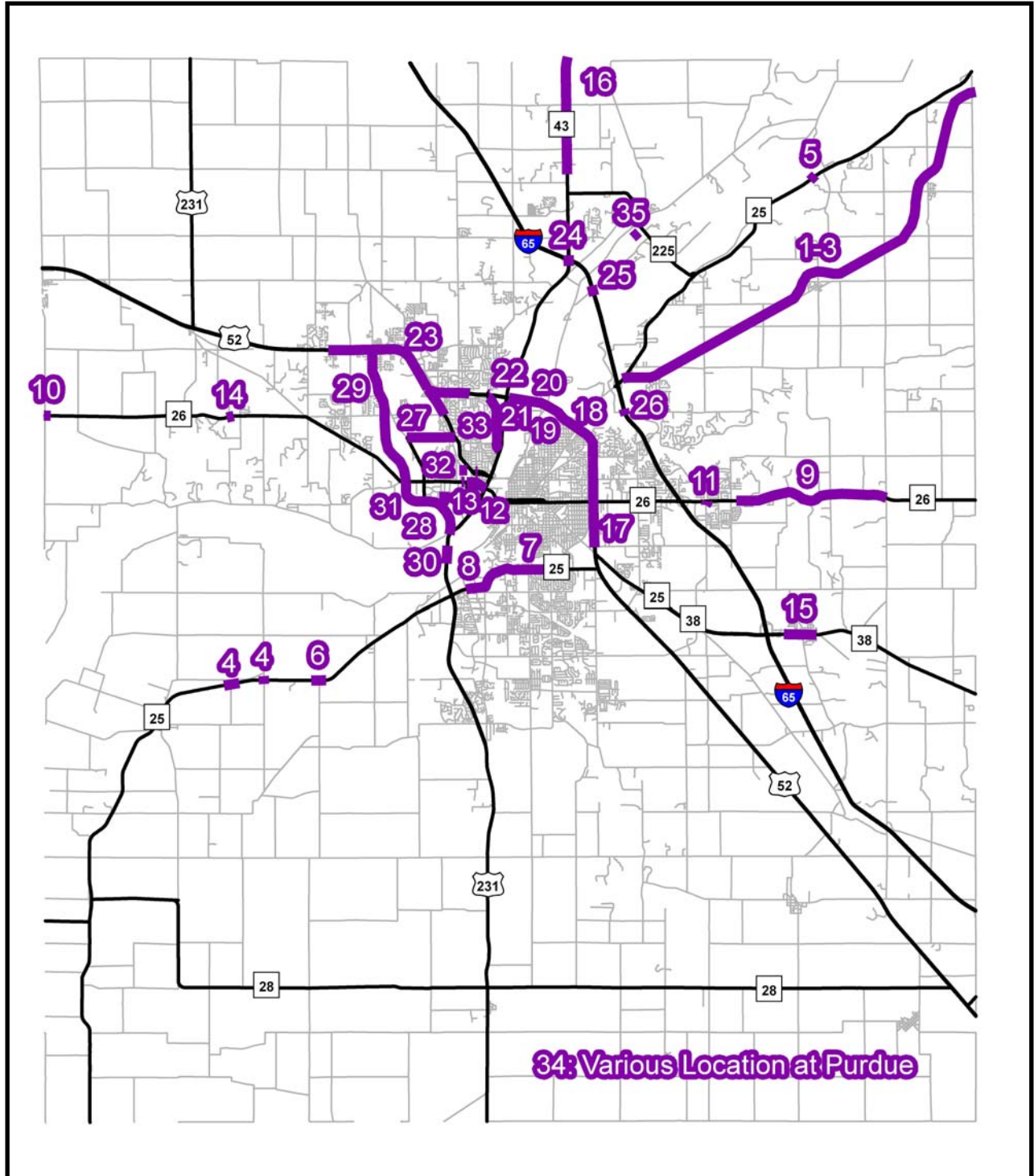


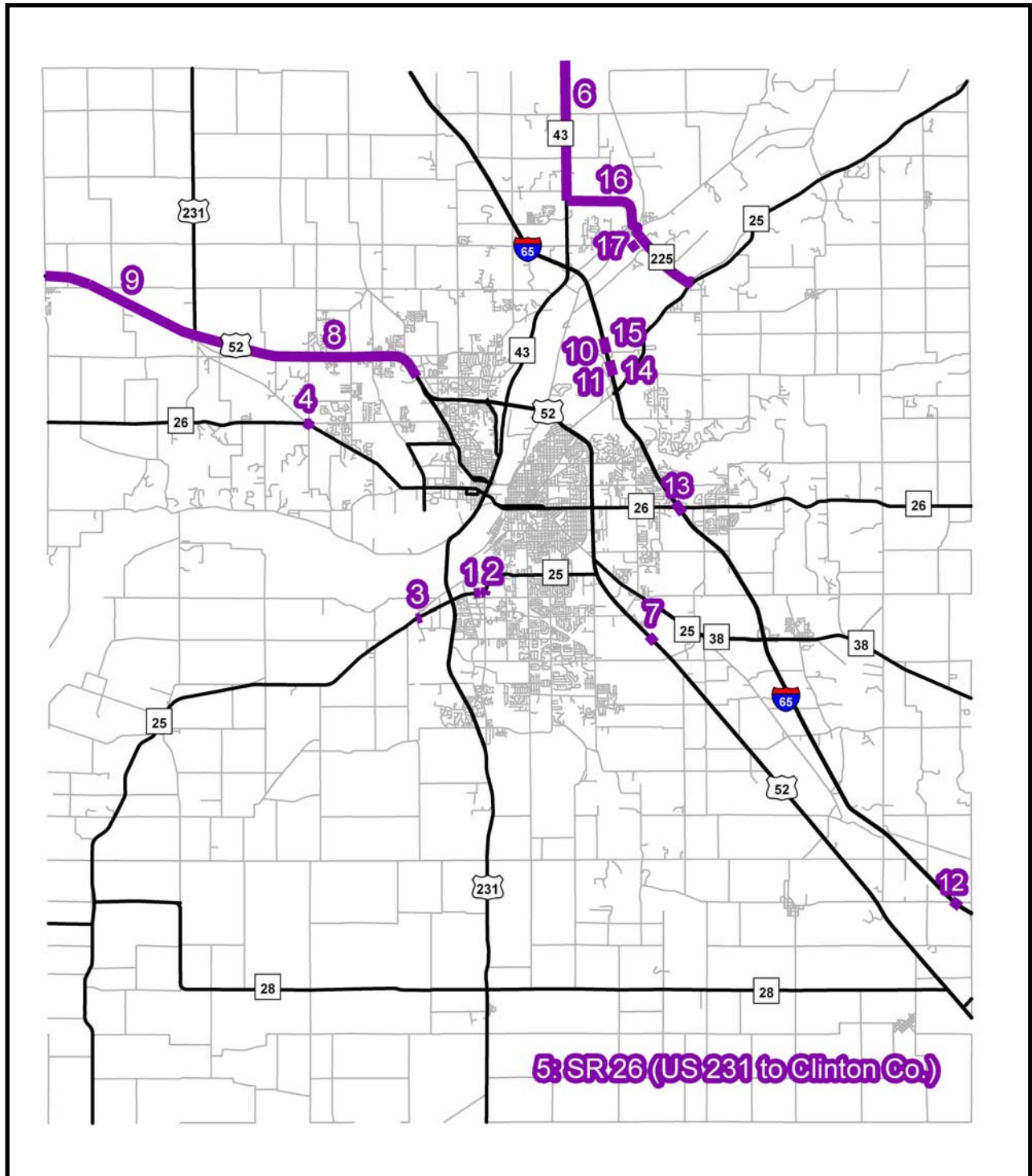
Exhibit 7

INDOT Projects for Informational Purposes Only

Project, DES Number	Project Location & Description	Project Status
1. SR 25, Des # 9800590	At South Beck Lane, Intersection Improvement	Project Suspended
2. SR 25, Des # 9800690	At Old US 231, Intersection Improvement	Project Suspended
3. SR 25, Des # 0400775	At CSX Railroad Bridge, New Bridge Construction	Project Suspended
4. SR 26, Des # 0100427	At CR 200N, 400W & Jackson H., Safety Improvement	Project Eliminated
5. SR 26, Des # 0401143	US 231 to Clinton Co. Line, Guard Rail Improvements	Project Eliminated
6. SR 43, Des # 0012940	SR 225 to SR 18, Road Replacement	Project Suspended
7. US 52, Des # 9900510	Norfolk Southern RR Crossing, Grade Separation	Project Provisional
8. US 52, Des # 0201393	US 231 to 1.78 Mi, W of SR 443, Road Rehabilitation	Project Eliminated
9. US 52, Des # 0401007	0.72 Mi W of SR 352 to US 231, Road Rehabilitation	Project Suspended
10. I-65, Des # 0012660	Wabash River SB Bridge, Deck Reconstruction	Project Eliminated
11. I-65, Des # 0066620	Wildcat Creek SB Bridge, Deck Replacement & Widening	Project Suspended
12. I-65, Des # 0100293	Bridge over Lauramie Creek, Bridge Rehabilitation	Project Eliminated
13. I-65, Des # 0100309	Over SR 26, Bridge Rehabilitation	Project Eliminated
14. I-65, Des # 0600400	Wildcat Creek NB Bridge, Deck Replacement & Widening	Project Suspended
15. I-65, Des # 0600402	Wabash River NB Bridge, Deck Recon & Widening	Project Suspended
16. SR 225, Des # 0401399	SR 25 to SR 43, Road Resurfacing	Project Eliminated
17. Prophetstown Eagle Des # 0200981	Enhancement Grant	Project Suspended

Exhibit 8

Location of Non-Financially Constrained INDOT Projects



5. FINANCIAL SUMMARY AND PLAN

SAFETEA-LU requires all TIPs to be financially constrained (project costs can not exceed expected revenue). Thus, no community can program or spend more than it is allocated. A financial plan is required that demonstrates how projects are implemented within budget as well as indicates resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Before a financial plan is developed, available funding limits are provided by INDOT for all funding categories within the urban area. Bridge, rail safety, rural roads, and enhancement projects compete against other projects throughout the state/district and are thus shown on the “information only” list until INDOT awards funding. Transit funding is based on both present and past year funding levels; the same is true for airport projects.

The Five Year Program of Projects anticipates a total cost of over \$402.1 million. Sources of federal and local funds for locally initiated projects are shown in **Exhibits 9 through 11**.

Living within the budget means that project requests are capped or limited to the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are still federal funds available) or the jurisdiction must make up the difference with local funds. The costs shown are estimated for the year the project phase is implemented or started.

STP GROUP II FUNDS (Urban Area)

Projects within the urban area are eligible for federal Surface Transportation Program (STP) Group II funds. This TIP covers the final year of SAFETEA-LU (2009) and the first four years of the next transportation act. Because this TIP is split between two transportation acts, the handling of federal STP funds differs slightly from previous TIPs. Requests for 2009 funds were reviewed separately.

At the end of the previous transportation act, MPOs were able to carry forward unused federal funds so long as the funds were programmed for a project in the TIP. With the approaching end of SAFETEA-LU, the MPO has been advised by FHWA and INDOT that this is no longer an option. All of the STP funds not be under contract by August 2009 will be lost. The reason for this policy change is the health of the Federal Highway Trust Fund. Currently, expenditures are in excess of receipts and the trust fund will soon not be able to support full funding, an issue Congress must address in the next several years.

According to INDOT, the MPO has \$3,781,957 available to program in FY 2009. Specific details regarding the amount can be found in **Appendix 3. Table 1** shows how much federal funding we have received over the life of SAFETEA-LU (\$20,744,552) and the amount already spent or obligated (\$5,853,760 on nine projects). This leaves a balance of \$14,890,792 that must be obligated and under contract by August 2009.

Table 1 also shows which projects received STP federal funds. The first two projects, Kalberer Road and Tapawingo Extension are complete and are open to traffic. The county and City of Lafayette have engineering firms developing the Cumberland Extension and Concord Road improvements. Residents will be seeing construction begin soon on Railroad Street in Battle Ground. The City of West Lafayette is moving the Yeager Road project forward. STP funds will be used for a Trail and Greenway Study (Lafayette) and a US 52 West corridor study. Finally, the MPO has allocated funds to South Intramural Drive which is part of the US 231 project. Overall, this area has spent, committed or obligated \$5,853,760.

On April 19, 2006, the Area Plan Commission adopted a new change order policy for local federal aid projects. It can be found in **Appendix 6**. The policy reserves 5% of the estimated federal funds for change orders that occur when unforeseen situations arise so long as those unprogrammed funds are not in danger of being lost by the community. Since those funds are now vulnerable, the policy is suspended for 2009. It will be reinstated in 2010.

Table 1. Summary of Federal STP Funds: 2004 – 2009

Federal Funds Available:

<u>Year</u>	<u>Amount</u>
FY 2004	\$2,871,986
FY 2005	\$3,238,443
FY 2006	\$3,369,891
FY 2007	\$3,700,318
FY 2008	\$3,781,957
FY 2009	<u>\$3,781,957</u>
Total	\$20,744,552

***Federal Funds Obligated
through FY 2008:***

<u>Project</u>	<u>Amount</u>
Kalberer Road	\$909,060
Tapawingo Extension	\$2,665,000
Cumberland Extension	\$442,268
Concord Road	\$450,000
Railroad Street	\$335,400
Yeager Road	\$280,000
South Intramural Drive	\$447,032
Trail & Greenway Plan	\$125,000
US 52 West Study	<u>\$200,000</u>
Total	\$5,853,760

For the remaining four years of the TIP (2010 – 2013), INDOT's Division of Finance recommended using the 2008 funding amount, \$3,781,957, for each of the four remaining years. INDOT also allows combining the first two years of funding. In

previous TIPs, INDOT has allowed MPOs to combine their first three years of funding. Since we have already dealt with 2009 separately, we can still combine the second and third year. Finally, the change order policy will be reinstated and five percent of the annual funding, or \$378,196, will be set aside.

The Local Public Agencies (LPA) initially submitted eleven project requests for Urban STP funds for FY 2009. The City of West Lafayette requested funds to improve Yeager Road, Happy Hollow, Soldiers Home Road (two projects), and portions of Salisbury Street, Cumberland Avenue, and North River Road. The City of Lafayette requested funds to reconstruct and widen Concord Road. The first project focuses on the portion from CR 350S to Brady Lane. The second project improves the section from Brady Lane to Maple Point Extension. This project also includes extending Maple Point Drive westward connecting US 52 to Concord Road. Finally, the County requested funds for two projects: McCarty Lane Extension (construction phase) and Cumberland Road Extension (right-of-way and construction).

On February 20, 2008, the Technical Transportation Committee first discussed the requests for all five years of the TIP. Committee members reviewed and discussed the requests for 2009 separate from the 2010 through 2013 requests. During the meeting, two issues were discussed due to the potential risk of losing federal funds. The Committee had to first determine whether the requests could be under contract by August 2009. The Committee then had to decide how to allocate the remaining balance of federal funds. Four proposals for the balance were put forward: CityBus request for buses, US 231 shortfall, trails, and sidewalks. Extensive discussion took place and the Committee decided to request guidance from the Administrative Committee. The Committee financially constrained the 2010 through 2013 requests.

The Administrative Committee reviewed the 2009 project requests and addressed the remaining balance at its March 4th meeting. It decided that the balance of local STP funds should be used for the US 231 project. A stipulation was placed on the use of funds: an agreement is needed between the MPO and INDOT that guarantees the funds will be obligated to the US 231 project in time to avoid rescission. The Administrative Committee also agreed that if any of the proposed road projects can not be obligated by August 2009, the funds could be used for buses.

The Technical Transportation Committee finalized the local requests at its March 19, 2008 meeting. At the start of the meeting, the requests were reviewed again and then slightly revised. The federal funds originally requested for the preliminary engineering phase of the Concord Road and Maple Point Extension project were redirected to fund a trail and greenway plan and the right-of-way phase of the Concord Road and Maple Point Extension project. The Committee then assigned priorities and affirmed the 2010 through 2013 priorities.

Exhibit 9 shows that the requests for FY 2009 are fiscally constrained. The six year apportionments, obligations, and program balance are shown at the top of the exhibit. Each project is then shown, by priority, along with a running balance. All of the federal funds have been programmed and the project requests are fiscally constrained.

Of the initial project requests, only eight projects were allocated federal funds. For the City of Lafayette, federal funds will be used to purchase the right-of-way for both Concord Road projects, and construct the first phase of Concord Road. For the City of West Lafayette, federal funds will be used to purchase the right-of-way for Yeager Road and conduct preliminary engineering for Happy Hollow and Lindberg Road. The County will use these funds to construct McCarty Lane. Finally, the balance of funds will be used on the US 231 project.

The initial funding requests from the local government agencies for 2010 through 2013 greatly exceed the amount of funding available. Local jurisdictions submitted seventeen requests totaling over \$36 million dollars, far exceeding the \$14.8 million anticipated to be available. To constrain the list, many of these projects were either assigned to a later date or removed.

The Technical Committee reviewed the requests at its February meeting and constrained them. Those requests that did not receive funding are shown in **Exhibit 3**. The Committee recommended funding Yeager Road (construction phase), Concord Road from Brady Lane to CR 350S (construction phase), Cumberland Extension (right-of-way phase), Soldiers Home Road (preliminary engineering phase, and Cumberland (phase one, preliminary engineering phase) for 2010 and 2011. For 2012, the Committee recommended funding Cumberland Extension (construction phase) and Cumberland (phase two, preliminary engineering phase). Finally, in 2013, only the construction phase of Happy Hollow will received STP federal funds.

A detailed analysis of available funds and project requests can be found in **Exhibits 9 and 10**, all of which are financially constrained.

STP GROUP IV FUNDS (Rural Area)

LPAs seeking these funds compete against projects statewide. INDOT approves and financially constrains them. Approval is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through land acquisition.

There is only one project in this TIP utilizing Rural STP Group IV funds. The Town of Battle Ground will combine these funds with other federal funds to reconstruct a portion of Railroad Street. Construction is anticipated to begin in FY 2009. The County is not requesting any of these funds at this time.

STP HAZARD ELIMINATION SAFETY AND HIGHWAY SAFETY IMPROVMENT PROGRAM FUNDS

Hazard Elimination Safety and Highway Safety Improvement Program funds are for projects that specifically involve safety-oriented improvements. Special guidelines have been developed for these funds that require documenting the problem and defining the solution. This involves a crash diagram and analysis and a cost-benefit assessment.

Exhibit 9

Financially Constrained Local Public Agencies Projects: FY 2009

Agency	Project	Phase	Fiscal Year	STP	Priority Ranking
Apportionment FY 2004 through 2009				20,744,552	
Funds Already Allocated, Obligated, or Committed				5,853,760	
Funds Available				14,890,792	
Tippecanoe Co.	McCarty Lane	CN	2009	5,873,443	1
	CR 550E to SR 26			9,017,349	
Lafayette	Concord Road	RW	2009	176,000	2
	Brady Lane to CR 350S			8,841,349	
Lafayette	Concord Road	CN	2009	3,690,000	3
	Brady Lane to CR 350S			5,151,349	
West Lafayette	Yeager	RW	2009	220,000	4
	US 52 to US 231			4,931,349	
Lafayette	Concord Rd. & Maple Point	RW	2009	1,715,000	5
	Brady Lane to US 52			3,219,349	
West Lafayette	Happy Hollow	PE	2009	320,000	6
	SR 43 to US 52			2,896,349	
West Lafayette	Lindberg Road	PE	2009	200,000	7
				2,696,349	
INDOT	US 231	CN	2009	2,696,349	8
	River Road to US 52			0	

Exhibit 10

Financially Constrained Local Public Agencies Projects: FY 2010 - 2013

Agency	Project	Phase	Fiscal Year	STP	Priority Ranking
FISCAL YEARS 2010 & 2011					
<i>Funds Available for FY 2010</i>				3,781,957	
<i>Funds Available for FY 2011</i>				3,781,957	
				7,563,914	
Programmable Balance less 5% Change Order Policy				7,185,718	
<i>\$378,196 amount of Change Order Set Aside</i>					
West Lafayette	Yeager	CN	2010	1,700,000	1
Lafayette	Concord Rd (Brady/350S)	CN	2010	4,560,000	2
Tippecanoe Co.	Cumberland Extension	RW	2010	160,000	3
West Lafayette	Soldiers Home Road	PE	2010	480,000	4
West Lafayette	Cumberland	PE	2010	285,718	5
Total Cost of Projects				7,185,718	
Balance (Funds Available minus Total Cost)				0	
FISCAL YEAR 2012					
<i>Carry Over Funds</i>				0	
<i>Funds Available for FY 2012</i>				3,781,957	
<i>Total Funds Available</i>				3,781,957	
Tippecanoe Co.	Cumberland Extension	CN	2012	3,052,000	1
West Lafayette	Cumberland	PE	2012	150,000	2
Total Cost of Projects				3,202,000	
Balance (Funds Available minus Total Cost)				579,957	
FISCAL YEAR 2013					
<i>Carry Over Funds</i>				579,957	
<i>Funds Available for FY 2013</i>				3,781,957	
<i>Total Funds Available</i>				4,280,275	
West Lafayette	Happy Hollow	CN	2013	4,280,275	1
Total Cost of Projects				4,280,275	
Balance (Funds Available minus Total Cost)				0	

The Highway Safety Improvement Program is a new program established under SAFETEA-LU. It is a core funding program. For a project to qualify, it must correct or improve a documented hazardous road location or feature, or address a highway safety problem. These funds pay for ninety percent of the project cost. As with STP funds, our community receives a portion of these funds. Since FFY 2006, we have received \$755,580. **Table 2** shows the amount of funds that have been allocated to the community by year.

Table 2. Summary of HSIP Federal Funds: 2006 – 2008

Federal Funds Available:

<u>Year</u>	<u>Amount</u>
FFY 2006	\$269,207
FFY 2007	\$239,289
FFY 2008	\$247,084
Total	\$755,580

Three projects have been approved for HES funds. One is located in the City of Lafayette and targets improvements to Earl Avenue at State and 24th Streets. The County project improves to Tyler Road just south of the County Line. The City of West Lafayette submitted a request for these funds in July of 2005 to add traffic calming elements to Sycamore Lane. The INDOT and FHWA Safety Committee approved the project on August 20, 2006. All three projects are shown in **Exhibit 1**.

STP ENHANCEMENT FUNDS

Transportation Enhancement funding provides opportunities to help expand transportation choices and enhance the transportation experience. Eligible activities include pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. These projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories.

Enhancement projects are reviewed and chosen statewide by a broad-based selection committee. Those projects receiving the highest ranking are chosen. It is the responsibility of the selection committee to financially constrain the state-wide list.

There are three enhancement projects listed in the Program of Projects: one in **Exhibit 1**, one in **Exhibit 5**, and one in **Exhibit 7**. The project listed in **Exhibit 1**, West Lafayette Wabash Heritage Trail Extension, was approved for funding on November 13, 2007. The City of West Lafayette requested these funds to construct a mile of trail that will extend the Wabash Heritage to the Trolley Line Trail. Parts of it will be along North River Road, Happy Hollow Road and in Happy Hollow Park. The trail's extension will provide a critical transportation and recreation link for bicyclists and pedestrians to the Wabash Heritage Trail; the Trolley Line Trail; several CityBus routes; residential, retail/entertainment, and recreational areas; the West Lafayette bikeway system; and Happy Hollow School.

The one project awarded federal funding in **Exhibit 5** is located in the Prophetstown State Park. The Museum at Prophetstown project involves constructing an Ecotone shuttle road, pedestrian and bicycle trail, restoring twelve acres of historic landscaping, environmental and wildlife habitat; and providing both safety and educational activities. The Museum was also awarded a grant (2002) for the construction of the Eagle Wing Center parking lot but that project has been suspended (**Exhibit 7**).

SAFE ROUTES TO SCHOOL FUNDS

The Safe Routes to School (SRTS) program provides funds to substantially improve the ability of elementary and middle school students to walk and bicycle to school safely. Projects seeking these funds compete statewide, and are selected by a board-based committee. While federal-aid programs usually require a twenty percent local match, this program requires none. It is the responsibility of the selection committee to financially constrain the state-wide list.

Three applications, two for infrastructure and one for education and coordination, were submitted and selected in the 2007 call for projects. The City of Lafayette received \$100,000 to construct sidewalks of both sides of North 26th Street from Union Street to Cason. The City of West Lafayette submitted two applications and both were funded. One of the projects involves installing new pedestrian-activated crosswalk lights, solar operated internet-based school zone flashers, and ten universal access ramps. Total cost is \$250,000. The other application includes establishing two school-centered transportation safety committees that will sponsor related outreach programs. Total cost of this application is \$71,500. On November 13, 2007, INDOT awarded these special federal funds to all three projects.

STP RAIL & HIGHWAY CROSSING FUNDS

These special funds target improving railroad-crossing safety. Like Rural STP Funds, projects compete against others statewide. Projects are chosen based on FRA index ratings and benefit to cost analysis. Those that have the highest rating and best benefit ratio are chosen.

The County is not requesting any of these funds at this time.

BRIDGE REPLACEMENT FUNDS

These funds allow INDOT and local jurisdictions to improve the condition of their highway bridges through replacement, rehabilitation and systematic preventive maintenance. To qualify, a bridge must have a sufficiency rating of 50 or below for bridge replacement, or have a sufficiency rating of less than 80 for bridge rehabilitation. INDOT approves and financially constrains the requests.

Bridge Replacement Funds have been approved for only one project: the Lilly Road Bridge near the pharmaceutical plant. The location is shown in **Exhibit 2**.

TRANSIT & AIRPORT FUNDING

Funding projections for transit projects, both operating and capital, are based on current and previous year funding levels. A more detailed analysis of the financial condition and capability of CityBus can be found in the next section, Analysis of Financial Capacity: CityBus.

In addition, the Federal Aviation Administration has set limits for its funding categories. Funding for airport projects, both capital and operating, will remain at current levels.

LOCAL FUNDING SOURCES

The projects listed in **Exhibit 1**, indicate that a variety of local funding sources will be used in FY 2009 through FY 2013. A summary of these sources is shown in **Exhibit 11**. The City of Lafayette anticipates using a variety of local funding for its projects: County Option Income Tax (COIT), Economic Development Income Tax (EDIT), Tax Increment Financing (TIF) and Local Road and Street (LR&S). To a lesser extent, the City will also use Community Block Grant Funds and Cumulative Capital Funds. The City of West Lafayette anticipates using Cumulative Capital Funds (CCF), Economic Development Income Tax (EDIT), General Funds (GF), Motor Vehicle Highway Account (MVH), Tax Increment Financing (TIF). The County will be using Cumulative Bridge Funds (CBF), Economic Development Income Tax (EDIT), and Local Road and Street funds (LR&S).

INDOT FUNDING

INDOT uses a variety of federal and state funds for its road and bridge programs. **Table 12** summarizes the amount of funds it anticipates using by source and by year. INDOT is responsible for fiscally constraining its project list.

Exhibit 11

Source of Local Funds for Funded Local Projects (Exhibit 1)

Fund	FY 08/09	FY 2010	FY 2011	FY 2012	FY 2013
Lafayette					
COIT, EDIT, TIF, LR&S & Local Funds (L1, L4, L13, L16, L17)*	5,500,000	5,600,000		5,600,000	
CBF & TIF (L 2, L13)*			624,000	160,000	6,500,000
CCF (L3)*	61,600				
EDIT & TIF (L4 & L13)*	2,026,500	1,140,000			
<i>Total</i>	<i>7,588,100</i>	<i>6,740,000</i>	<i>624,000</i>	<i>5,760,000</i>	<i>6,500,000</i>
West Lafayette					
CCF, EDIT & GF (L3, L4 & L5)*	80,000	120,000			
CCF, EDIT, TIF (L3, L4, L13)*	55,000				
CCF, EDIT, GF & TIF (L3, L4, L5 & L13)*	202,000				
CCF, EDIT, LR&S & MVH (L3, L4, L9 & L16)*		70,000			
CCF, EDIT, PU, LR&S, TIF & MVH (L3, L4, L5, L9, L13 & L16)*	120,000	75,000	1,250,000		
EDIT & TIF (L4 & L5)*		32,651		37,500	
EDIT, TIF, LR&S, TIF, MVH (L4, L5, L9, L13 & L16)*	130,000				
EDIT, LR&S & MVH (L4, L9 & L16)*					1,049,659
TIF (L13)*		425,000			
TIF & MVH (L13 & L16)*	50,000				
<i>Total</i>	<i>637,000</i>	<i>722,651</i>	<i>1,250,000</i>	<i>37,500</i>	<i>1,049,659</i>
Tippecanoe County					
CBF (L2)*	6,785,000	2,550,000	1,800,000	2,300,000	2,700,000
CBF & LR&S (L2 & L9)*	3,700,000				
EDIT & LR&S (L4 & L9)*	2,430,000	4,240,000		1,948,000	
LR&S (L9)*	141,000				
<i>Total</i>	<i>13,056,000</i>	<i>6,790,000</i>	<i>1,800,000</i>	<i>4,248,000</i>	<i>2,700,000</i>
Purdue Airport					
Purdue funds (L15)*	22.5		240	200	280
CityBus					
COIT, CCF & LPT (L1, L3 & L10)*	10,146,663	5,381,266	5,598,283	5,824,588	6,060,602
CCF (L3)*	969,491	316,677	350,636	386,293	423,733
LPT & FPT (L10 & L18)*	562,086				
<i>Total</i>	<i>11,678,240</i>	<i>5,697,943</i>	<i>5,948,919</i>	<i>6,210,881</i>	<i>6,484,335</i>

* See Exhibit 1

Exhibit 12

INDOT's Project Expenditures by Fund and Year (Exhibit 5)

Funding Type	FY 2008/09			FY 2010		
	Federal	State	Total	Federal	State	Total
Bridge	0	0	0	0	0	0
Enhancement	0	0	0	0	0	0
Federal Funds	158,670	17,630	176,300	0	0	0
IM	101,340	11,260	104,000	0	0	0
Lease Pro	0	11,337,000	11,337,000	0	26,036,984	26,036,984
NHS	2,024,000	506,000	2,530,000	22,870,521	5,717,630	28,588,151
NHS State	0	0	0	0	0	0
State	0	240,000	240,000	0	0	0
STP	4,230,800	1,057,700	5,362,500	621,200	155,300	1,054,600
STP Flex	48,000	12,000	60,000	0	0	0
T21D	0	0	0	685,815	171,454	857,269
Not Listed			5,978,267			160,000
Total	6,562,810	13,181,590	25,788,067	24,177,536	32,081,368	56,697,004

Funding Type	FY 2011			FY 2012		
	Federal	State	Total	Federal	State	Total
Bridge	0	0	0	0	0	0
Enhancement	0	0	0	0	0	0
Federal Funds	0	0	0	0	0	0
IM	1,229,850	136,650	1,054,000	0	0	0
Lease Pro	0	40,606,931	40,606,931	0	0	0
NHS	0	0	0	9,600,000	2,400,000	12,000,000
NHS State	0	0	0	0	0	0
State	0	0	0	0	0	0
STP	20,160,000	5,040,000	25,200,000	1,464,000	342,800	1,830,000
STP Flex	0	0	0	0	0	0
T21D	0	0	0	0	0	0
Not Listed			34,713,000			
Total	21,389,850	45,783,581	101,573,931	11,064,000	2,742,800	13,830,000

CITIES and COUNTY OPERATIONS and MAINTENANCE FINANCIAL ANALYSIS

According to the final guidance issued by the Federal Highway Administration on February 14, 2007, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways. TIPs are now required to examine previous years' operating and maintenance expenses and revenues, and then estimate whether they will have sufficient funds to maintain the federal-aid highway system for over the next four years.

Both cities and the county have provided financial information from their Annual Operational Report for Local Roads and Streets. This report is required under Indiana Code 8-17-4.1. The information used in this analysis is from 2003 to 2006. Information for 2007 is not yet available for all local government agencies. Individual tables for each jurisdiction follow.

There are no clear trends for receipts, disbursements and differences or any jurisdiction. Receipts and disbursements fluctuate yearly. In some years increases or decreases were small, however, in other years they were substantial. Overall, with the exception of only a couple of years, the difference has been positive.

Comparing cash and investments at the beginning and end of the year presents a challenge because there are several years in which only cash was reported. Outside of those years, the end balances for all jurisdictions show no overall increasing or decreasing trends. What is quite apparent is that the balances at the end of the year have always been positive.

Both cities and the county anticipate receiving adequate funding to continue operating and maintaining the federal-aid highways over the next four years. The three local governments prepare budgets every year which must be approved by the state. The information in the following exhibits is used when developing their budgets.

Exhibit 13

City of Lafayette
Operating and Maintenance History 2003 through 2006

	2003 ¹	2004	2005 ²	2006 ²
<i>Cash and Investments as of January 1</i>				
Balance	1,258,662.80	605,195.19	1,178,447.02	1,558,963.40
<i>Annual Information</i>				
<i>Receipts</i>				
MVH	3,442,266.40	4,180,081.94	5,359,223.25	5,249,681.31
LRS	489,547.70	531,635.57	937,547.85	580,793.34
LH				726,001.31
Other				
Total	3,931,814.10	4,711,717.51	6,296,771.10	6,556,475.96
<i>Disbursements</i>				
MVH	4,141,271.40	4,199,297.93	6,353,626.68	4,024,313.34
LRS	538,777.00	471,911.96	747,644.28	725,413.06
Cum. Bridge				782,848.18
Other				
Total	4,680,048.40	4,671,209.89	7,101,270.96	5,532,574.58
Total Receipts	3,931,814.10	4,711,717.51	6,296,771.10	6,556,475.96
Total Disbursements	4,680,048.40	4,671,209.89	7,101,270.96	5,532,574.58
Difference	-748,234.30	40,507.62	-804,499.86	1,023,901.38
<i>Cash and Investments as of December 31</i>				
Balance	221,521.44	648,035.09	1,768,989.37	2,582,864.78

Note 1: Only includes cash balances. Investments are not included.

Note 2: Cash and Investment information is based on audited financial statements from the City of Lafayette. Capital assets are excluded to reflect more appropriate comparisons with previous years.

Exhibit 14

City of West Lafayette
Operating and Maintenance History 2003 through 2006

	2003 ¹	2004	2005	2006
<i>Cash and Investments as of January 1</i>				
Balance	12,753,022.73	12,529,050.31	10,328,861.93	12,912,119.35
<i>Annual Information</i>				
<i>Receipts</i>				
MVH	1,201,572.04	1,058,818.90	1,102,391.77	1,323,368.28
LRS	462,468.28	244,641.13	253,742.83	275,675.69
Other Funds	5,970,474.70	17,867,268.74	13,190,951.96	15,744,525.61
Total	7,634,515.02	19,170,728.77	14,547,086.56	17,343,569.58
<i>Disbursements</i>				
MVH	926,380.77	815,006.30	1,192,399.05	1,629,561.20
LRS	669,932.27	308,840.15	119,314.94	234,640.89
Other	4,163,512.73	4,113,618.45	2,788,705.16	15,581,796.87
Total	5,759,825.87	5,237,464.90	4,100,419.15	17,445,998.86
% Change		-9.1%	-21.7%	
Total Receipts	7,634,515.02	19,170,728.77	14,547,086.56	17,343,569.58
Total Disbursements	5,759,825.87	5,237,464.90	4,100,419.15	17,445,998.86
Difference	3,803,826.42	13,933,263.87	10,446,667.41	-102,429.38
<i>Cash and Investments as of December 31</i>				
Balance	9,743,088.23	26,462,314.18	20,775,529.34	12,809,689.97

Note 1: Only includes cash balances. Investments are not included

Exhibit 15

Tippecanoe County
Operating and Maintenance History 2003 through 2006

	2003	2004	2005	2006
<i>Cash and Investments as of January 1</i>				
Balance	41,267,388.88	42,067,394.61	37,617,381.98	31,095,744.43
<i>Annual Information</i>				
<i>Receipts</i>				
MVHs	4,004,913.96	3,780,907.10	3,734,737.57	4,564,347.15
LRS	2,352,821.56	1,107,570.26	1,106,468.62	2,700,009.80
Cum. Bridge	4,778,178.16	2,731,836.52	5,267,373.54	10,176,214.17
Other	3,295,526.18	770,691.33	2,648,629.43	2,204,973.50
Total	14,431,439.86	8,391,005.21	12,757,209.16	19,645,544.62
<i>Disbursements</i>				
MVH	4,282,660.25	3,464,011.73	3,752,043.98	3,831,029.78
LRS	2,239,355.70	1,940,476.67	3,018,941.70	2,366,782.57
Cum. Bridge	6,065,663.56	3,267,760.79	11,218,310.58	4,242,140.84
Other	1,043,754.62	2,662,613.00	1,283,164.26	1,873,885.78
Total	13,631,434.13	11,334,862.19	19,272,460.52	12,313,838.97
Total Receipts	14,431,439.86	8,391,005.21	12,757,209.16	19,645,544.62
Total Disbursements	13,631,434.13	11,334,862.19	19,272,460.52	12,313,838.97
Difference	800,005.73	-4,443,856.98	-6,515,251.36	7,331,705.65
<i>Cash and Investments as of December 31</i>				
Balance	42,067,394.61	37,623,537.63	31,102,130.62	38,427,450.08

6. PRIORITIZING PROJECTS

The Technical Transportation Committee reviews requests for federal funds. Its review includes discussing issues pertaining to safety, security, traffic flow, and congestion. The limited amount of federal funds constrains the projects that can be programmed. To stay within available funding, the following general criteria are used:

1. Projects that were previously programmed, were not funded, but still remain ready to be committed;
2. Projects programmed for construction phase;
3. Traffic operation or Transportation System Management type improvements;
4. Projects programmed for right-of-way acquisition; and
5. Projects programmed for preliminary engineering.

Following Technical Transportation Committee review, the Administrative Committee reviews the recommended priorities. Only after Administrative Committee approval does the Area Plan Commission review and adopt the recommended priorities and document.

The general criteria cited above were used to develop the project ranking shown in **Exhibit 13**. Estimated funding levels for STP Urban Group II funds were provided by INDOT, Division of Finance. Details of the estimated level of funding are found in Chapter 5, Financial Summary and Plan.

The relative ranking of projects submitted (as shown in **Exhibit 13**) does not exceed INDOT estimated funding levels. Fiscal Years were not "over programmed" unless local government agencies committed to fund them with additional local money or moved the project back to a year with available funding.

STP GROUP II FUNDS

For **FY 2009** there are eight programmed projects: three from the City of Lafayette, three from the City of West Lafayette, one from the County and one from INDOT. The number one priority was assigned to the McCarty Lane project. Second and third priorities were assigned to the Concord Road project, with the right-of-way phase receiving second priority and the construction phase receiving third. The fourth priority was assigned to the Yeager Road project (right-of-way phase) and the fifth was assigned to the Concord Road and Maple Point Extension project (right-of-way phase). The Happy Hollow project, preliminary engineering phase, received sixth priority, the Lindberg Project was seventh, with the US 231 project was assigned eighth priority.

For **FY 2010** there are five funded projects: one from the City of Lafayette, three from the City of West Lafayette, and one from the County. Top priority was given to the

Exhibit 16 Continued

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
Projects Programmed for 2010 & 2011							
					3,781,957		
					3,781,957		
					7,563,914		
					7,185,718		
FY 2010	1	W. Laf.	Yeager	CN	1,700,000		
	2	Lafayette	Concord (Brady/350S)	CN	4,560,000		
	3	County	Cumberland Extension	RW	160,000		
	4	W. Laf.	Soldiers Home Road	PE	480,000		
	5	W. Laf.	Cumberland	PE	285,718		
					7,185,718		
					0		
FY 2011			No Projects				
					0		
					0		
Projects Programmed for 2012							
					0		
					3,781,957		
					3,781,957		
FY 2012	1	County	Cumberland Extension	CN	3,052,000		
	2	W. Laf.	Cumberland	PE	150,000		
					3,202,000		
					579,957		
Projects Programmed for 2013							
					579,957		
					3,700,318		
					4,280,275		
FY 2013	1	W. Laf.	Happy Hollow	CN	4,280,275		
					4,280,275		
					0		

construction of Yeager Road. Second priority was assigned to the construction phase of Concord Road and Maple Point Extension. The County's Cumberland Extension project (right-of-way phase) was assigned third priority. Fourth priority was assigned to the Soldiers Home (preliminary engineering phase). Finally, West Lafayette's Cumberland Road project (initial preliminary engineer and environmental assessment) was given fifth priority. These five projects used all of the 2010 and 2011 funding.

For the remaining two years, three projects are programmed to receive federal funds. In **FY 2012**, first priority was given to the County's Cumberland Extension project (construction phase). Second priority was assigned to West Lafayette's Cumberland project (preliminary engineering, 2nd phase). Only one project will be funded in **FY 2013**, the construction of Happy Hollow.

Comparing the priorities in the 2008 TIP to this 2009 TIP, numerous changes have occurred. The project given top priority last year, Tapawingo Extension, was constructed and the road opened to traffic in 2007. Two projects, Cumberland Extension (second priority) and Yeager Road (fourth priority), advanced and are now in preliminary engineering. The third priority in the '08 TIP was the Concord Road project (right-way-phase). It is still in the engineering phase and the project has now moved up to second priority. The McCarty Lane project was programmed as top priority during the second year of the 2008 TIP. It still remains top priority in this TIP. Several new projects appear: the Trails/Greenway and US 52 West studies. The South 18th Street project has been withdrawn by the City of Lafayette.

STP ENHANCEMENT FUNDS

Enhancement projects are only prioritized if two or more applications are submitted at the same time. The Technical Transportation Committee determines the priorities and their decision is forwarded to INDOT when the applications are submitted.

STP GROUP IV, HAZARD ELIMINATION SAFETY, HIGHWAY SURFACE IMPROVMENT PROGRAM, SAFE ROUTES TO SCHOOL, RAIL & HIGHWAY CROSSING, AND BRIDGE REPLACEMENT

Application for any of these federal funds follows specific guidelines and do not require local prioritizing.

INDOT PROJECTS

The Technical Transportation Committee prioritizes INDOT projects in addition to local projects. Only those proposed in FY 2009 through 2012 were prioritized. This year the process for prioritizing projects differs from previous TIPs for several reasons: 1) INDOT has either suspended or placed projects on provisional status that are essential to the community, 2) some local priorities do not match those of INDOTs, and 3) the project list has not yet been financially constrained.

Priorities were assigned only to Major Moves and other significant projects. Projects involving safety and maintenance were not prioritized. While these projects are

important and necessary, they are based on needs and assessments. They include projects involving road resurfacing, bridge maintenance, traffic signal modernization, small structure replacement, and building demolition.

The Technical Transportation Committee did not assign priorities to individual project, or project phases. It prioritized projects by category. Projects that fell under the Major Moves New Construction category received the highest priority. These projects include the Hoosier Heartland, US 231 (both phases), I-65 at SR 26, and the Norfolk Southern rails/US 52 South grade separation project near Tate & Lyle. Projects in the Major Moves Major Preservation category were ranked as high priority. These projects include the SR 43 and I-65 improvement, SR 38 through Dayton, the US 52 reconstruction projects in Lafayette, and the SR 26 pavement replacement project. Finally, projects in Other Significant Projects were assigned moderate priority. These projects include the radii improvements at SR 26 and 36th Street, the intersection improvements at SR 25 and CR 500W and CR 575W, adding a passing lane to the intersection of SR 25 and CR 375W, surface treatment to the SR 43 project north of SR 225, and the CSX railroad bridge over SR 25.

Exhibit 17

INDOT Prioritized Projects: FY 2009 - 2012

Priority	State Road	Location	Description	CN Date
Major Moves – New Construction				
Highest	SR 25	Hoosier Heartland	New Road Construction	2008
Highest	I-65	At SR 26	Interchange Modification	2008
Highest	US 231	N. of Wabash R. to SR 26	Grading Only	2009
Highest	US 231	SR 26 to US 52	New Road Construction	2010
Highest	US 231	N. of Wabash R. to SR 26	New Road Construction	2011
Highest	US 52	At Norfolk Southern Railroad	Grade Separation	Provisional
Major Moves – Major Preservation				
High	I-65	At SR 43	Road Reconstruction	2008
High	SR 38	Through Town of Dayton	Pavement Replacement	2009
High	US 52	Beech St. to SR 25/38	Pavement Rehabilitation	2011
High	US 52	Wabash River to Beech St.	Pavement Replacement	2011
High	SR 26	1.12 to 4.71 miles east of I-65	Pavement Replacement	2012
Other Significant Projects				
Moderat	SR 25	At CR 500W & CR 575W	Intersection Improvement	2009
Moderat	SR 25	At CR 375W	Passing Lane	2009
Moderat	SR 43	1.93 miles north of I-65 to SR 18	Surface Treatment	2011
Moderat	SR 25	CSX Railroad Bridge	Bridge Replacement	---

7. ANALYSIS OF FINANCIAL CAPACITY: CITYBUS

The Area Plan Commission of Tippecanoe County has, in accordance with the requirements of FTA Circular 7008.1, made an assessment of the Greater Lafayette Public Transportation Corporation's (CityBus), financial condition and capability. Historic trends are shown in **Tables 3 and 4**. Projected revenue (**Table 5**) will meeting the need of future operating and capital needs from fares, passes, local taxes, and state PMTF funds, in conjunction with stable federal assistance.

FINANCIAL CONDITION REVIEW

In reviewing CityBus's financial condition, there are primarily four funding sources used by the transit system. CityBus receives revenue from the National Transit Trust Fund, apportioned by Congress each year. Funds from the State's Public Mass Transit Fund are used to meet both operating and capital needs. Local funds received are generated from operating revenue (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

Table 3 shows the annual federal apportionment and the percent change. The increases in federal funding have been respectable except for 2003 and 2004. CityBus also received a smaller than typical increase in funds in 2005, but then a significant increase in 2006 and 2007.

The table does include special federal funds for CityBus. FTA has set aside federal funds for the Small Transit Intensive Cities (STIC) program. These funds are awarded to transit systems based on meeting and/or exceeding six industrial performance measures. They are: passenger miles per vehicle revenue mile, passenger miles per vehicle revenue hour, vehicle revenue mile per capita, vehicle revenue hour per capita, passenger miles per capita, and passenger trips per capita. CityBus has met and exceeded all six categories. CityBus is the only transit system in Indiana to exceed all six categories. For 2007, CityBus received an additional \$723,646. For 2008, they will receive \$752,084.

Table 3 Federal Funds Available to CityBus

Year	Total Apportionment	Percent Change
1999	\$1,131,334	
2000	\$1,230,688	8.8%
2001	\$1,303,073	5.9%
2002	\$1,428,159	9.9%
2003	\$1,437,945	0.7%
2004	\$1,437,785	<- 0.1%
2005	\$1,506,780	4.8%
2006	\$1,898,035	26.0%
2007	\$2,300,689	21.2%
2008	\$2,464,135	7.1%

Over the past five years, the Indiana Public Mass Transportation Funds (PMTF) received steadily increased (**Table 4**). The formula INDOT uses to distribute funds is solely based on performance measures. Since CityBus has been aggressively marketing itself and ridership continues to climb, the amount of PMTF funds received has increased each year. The increase was substantially higher in 2004.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increased over the past five years. **Table 4** shows a large increase in 2003 when additional funds were received from both Cities for the new trolley service.

Revenues generated from local taxes (listed under local revenue) have fluctuated. These funds are comprised of three different sources: property tax, county option income tax, and excise tax. Of the three, the excise tax has been reliable sources steadily increasing over the past five years. Property tax has fluctuated every year.

FINANCIAL CAPABILITY REVIEW

CityBus anticipates it will receive adequate funding to continue operating the system through the next five years (**Table 5**). Operating costs are anticipated to increase not only in 2009, but for the following four years as well. Projected revenues are also expected to increase and will be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue; **Table 5** clearly shows there will be adequate funds available. These projections include all local, State PMTF, and federal assistance.

CityBus expects that Section 5307 federal funding to increase over the next five years (**Table 5**). From available information, the increase is anticipated to be approximately five percent a year.

State PMTF funds are also predicted to increase. The funding formula rewards transit systems that operate efficiently. Past annual reports clearly show that CityBus leads the state in many of these areas. If CityBus continues to operate as efficiently as it does, then state funds should at least remain stable if not continue to increase.

Local funding sources are also anticipated to increase over the next five years. At this time, funds generated from fares, passes, advertising and tokens are anticipated to steadily increase. Likewise, funds generated from taxes are anticipated to increase as well.

TABLE 4

CityBus Financial Condition***Operating Financial Summary - Expenses***

Revenues	2003	2004	2005	2006	2007
Operating ¹	1,919,259	1,909,937	2,087,442	2,274,403	2,400,542
% Change	13.9%	< -0.1%	9.3%	9.0%	5.5%
Local ²	1,688,358	1,564,642	1,559,320	1,028,272	2,381,509
% Change	2.0%	-0.7%	0.0%	-34.0%	131.6%
State (PMTF)	1,865,860	2,412,753	2,606,658	2,776,548	3,054,605
% Change	11.5%	29.3%	8.3%	6.5%	10.0%
Federal	949,574	932,166	1,007,926	1,409,762	2,300,689
% Change	102.9%	-0.2%	8.1%	39.9%	63.2%
Total	6,423,051	6,819,498	7,261,346	7,488,985	10,137,345
% Change	17.1%	6.2%	6.5%	3.1%	35.4%

Capital Financial Summary

Local ³	85,400	145,420	124,900		
Community					
State	150,000	0	0		
Federal	341,600	581,680	499,598		
Total	577,000	727,100	624,498		

Carry Over Funds (Cumulative Capital Funds)

0

Source: Indiana Public Transportation Annual Report: 2003, 2004, 2005 & 2006
 Greater Lafayette Public Transportation Corporation: 2007
 All Figures are Unaudited

¹ Funding sources derived from Fares, Passes, Advertising and Tokens

² Funding sources derived from Property Tax, County Option Income Tax, and
 Excise Tax

³ Capital projects reflect both Section 5307 Capital and capital grants solely
 funded from local funds

TABLE 5

CityBus Financial Capability

Year	2008	2009	2010	2011	2012	2013
<i>Projected Revenues</i>						
Operating ¹	2,520,569	2,646,598	2,778,927	2,917,874	3,063,767	3,216,956
% Change		5.0%	5.0%	5.0%	5.0%	5.0%
Local ²	2,452,954	2,526,542	2,602,339	2,680,409	2,760,821	2,843,646
% Change		3.0%	3.0%	3.0%	3.0%	3.0%
State (PMTF)	3,554,503	3,732,228	3,918,840	4,114,782	4,320,521	4,536,547
% Change		5.0%	5.0%	5.0%	5.0%	5.0%
Federal						
Sec 5307	2,464,135	2,587,342	2,716,709	2,852,544	2,995,171	3,144,930
%Change		5.0%	5.0%	5.0%	5.0%	5.0%
Sec 5309	895,624	750,000				
State C.A.	186,936	200,000	200,000	200,000	200,000	200,000
State C.O.						
Carry over						
Total	12,074,721	12,442,710	12,216,81	12,765,60	13,340,28	13,992,07
<i>Projected Operating Costs</i>						
	9,038,739	9,581,063	10,155,927	10,765,283	11,303,547	11,868,724
		6.0%	6.0%	6.0%	5.0%	5.0%
<i>Projected Capital Costs</i>						
	2,488,280	2,359,177	1,583,386	1,753,180	1,931,464	2,118,663
<i>Projected Operating and Capital</i>						
Total	11,527,019	11,940,240	11,739,313	12,518,463	13,235,011	13,987,387

Source: Greater Lafayette Public Transportation Corporation

¹ Funding sources derived from Fares, Passes, Advertising and Tokens

² Funding sources derived from Property Tax, County Option Tax, and Excise Tax

REQUESTS FOR CAPITAL ASSISTANCE

CityBus will apply for Section 5307 Capital Assistance over the next five years and provided the following justification and estimated cost for each capital project.

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2009

I. REPLACEMENT TIRES - \$45,000

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire.

II. BUS OVERHAUL - \$113,000

A. Rebuild up to five (5) bus engines - \$61,000

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds in 2009 at an average cost of \$12,200 each.

B. Rebuild up to three (3) bus transmissions - \$24,000

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission rebuild is \$8,000.

C. Bus rebuild components - \$28,000

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, brakes units. Base on previous years experience, up to two (2) units of each item may be needed.

III. COMPUTER HARDWARE & SOFTWARE UPGARDES - \$60,000

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

IV. Support Vehicle - \$30,000

Replacement for the 2003 Ford Van. The support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age.

V. Bus Replacement - \$1,173,678

Due to the age and condition of several buses in the fleet, CityBus desires to purchase (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 930.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #903, #904, and #905 (1994 Gilligs).

Table 6 2009 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bud Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software Upgrade	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	938,942	234,736	1,173,678
TOTAL	1,137,342	284,336	1,421,678

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2010**I. REPLACEMENT TIRES - \$45,000**

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,500.

II. BUS OVERHAUL - \$113,000*A. Rebuild up to five (5) bus engines - \$61,000*

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

B. Rebuild up to three (3) bus transmissions - \$24,000

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission rebuild is \$8,000.

C. Bus rebuild components - \$28,000

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 2007 and similar experience, up to two (2) units of each item may be needed.

III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

IV. SUPPORT VEHICLE - \$30,000

Replacement for the 2002 Buick. The support vehicle to be replaced was purchased in 2002. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

V. BUS REPLACEMENT - \$1,335,386

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #1003, #1004, and #1005 (1998 (Gilligs)).

Table 7 2010 Section 5307 Capital Grant Summary

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Replacement Tires	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware and Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,068,309	267,077	1,335,386
TOTAL	1,266,709	316,677	1,583,386

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2011**I. REPLACEMENT TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500.

II. BUS OVERHAUL - \$113,000**A. Rebuild up to Five (5) Bus Engines - \$61,000**

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

B. Rebuild up to Three (3) Bus Transmissions - \$24,000

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to four (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

C. Bus rebuild components - \$28,000

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

IV. SUPPORT VEHICLE - \$30,000

Replacement for the 2001 Dodge Truck. The support vehicle to be replaced was purchased in 2001. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

V. BUS REPLACEMENT/FIXED ROUTE - \$1,505,180

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #1006, #1007, and #1008 (1998 Gilligs).

Table 8 2011 Section 5307 Capital Grant Summary

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,204,144	301,036	1,505,180
TOTAL	1,402,544	350,636	1,753,180

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2012**I. REPLACEMENT BUS TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire.

II. BUS OVERHAUL - \$113,000**A. Rebuild up to five (5) Bus Engines - \$61,000**

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

B. Rebuild up to Three (3) Bus Transmissions - \$24,000

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

C. Bus rebuild components - \$28,000

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

IV. SUPPORT VEHICLE - \$30,000

Replacement for the 2003 Dodge Durango. The support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

V. BUS REPLACEMENT/FIXED ROUTE - \$1,683,464

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace a 1998 Gillig Bus, #1009, and Bus #1101 and #1102 (1999 Gilligs).

Table 9 2012 Section 5307 Capital Grant Summary

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,346,771	336,693	1,683,464
TOTAL	1,545,171	386,293	1,931,464

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2013**I. REPLACEMENT BUS TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500.

II. BUS OVERHAUL - \$113,000**A. Rebuild up to five (5) Bus Engines - \$61,000**

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

B. Rebuild up to Three (3) Bus Transmissions - \$24,000

Based on 2007 and similar experience in previous years, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

C. Bus rebuild components - \$28,000

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

IV. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively.

IV. SUPPORT VEHICLE - \$30,000

Replacement for the 2003 Ford Truck. The support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

V. BUS REPLACEMENT/FIXED ROUTE - \$1,505,555

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #1103, (1998 Gillig) and Bus #1201 and #1202 (2002 Gilligs).

Table 10 2013 Section 5307 Capital Grant Summary

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,204,444	301,111	1,505,555
TOTAL	1,548,400	387,100	1,935,500

SECTION 5309 CAPITAL EXPENDITURES JUSTIFICATION and SUMMARY
FOR 2008 and 2009
(Formerly Section 3)

2008 Bus Replacement - \$1,119,530

As shown in the January 28, 2008 Federal Register, CityBus was awarded a Section 5309 capital grants. The first grant, E-2008-BUSP-0272 is for \$700,000 and the second grant, E-2008-BUSP-0284454, is for \$195,624. The combined total is \$895,624. Both grants will be used to replace two buses. One of them will be an articulated 60' bus while the other will be a standard forty foot bus. The new buses will replace #708 (1990 New Flyer) and #802 (1992 Gillig). Both buses are over 12 years in age and are becoming increasingly too expensive to maintain and be reliable.

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
2008 – Bus Replacement			
One Articulated and one 40' Standard bus	895,624	223,906	1,119,530

2009 Bus Replacement - \$937,500

Due to the age and condition of several buses in the fleet, CityBus desires to purchase (2) replacement full-sized hybrid transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced will be over 12 years in age, and they are becoming increasingly too expensive to maintain and be reliable. CityBus will replace Bus #803 and #804 (1992 Gilligs)

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
2009 – Bus Replacement			
Two Hybrid Buses	\$750,000	\$187,500	\$937,000

8. AREA IMPROVEMENTS FROM FY 2007/2008 TIP

Since the adoption of the 2007/08 TIP, both cities, the county, CityBus, and INDOT made progress on many projects throughout Tippecanoe County. They ranged from small intersection improvements to major road reconstruction.

City of Lafayette

18th and Kossuth:

During the summer of 2006, the City made major improvements to the intersection. Construction started in May 2006 and completed on October 20, 2006. The major jog in 18th Street south of the intersection was improved and a left turn lane was added to eastbound Kossuth. Both sidewalks and drainage were improved. HES funds were used.

Earl at State and 24th Street:

For many years flashing red lights and stop signs controlled traffic at Earl and State. With 24th Street intersecting Earl just north of State Street, crashes and congestion were common place. By using federal safety money, the City will be improving both intersections. A public information meeting was held at Jeff High School on February 6, 2008 introducing the project to the public. The project is scheduled for the INDOT May 8, 2008 letting.

Greenbush Street:

Reported in the previous TIP, the City of Lafayette was moving forward in widening Greenbush from US 52 to Creasy Lane. The project included a new traffic signal at Creasy and a wide side path for pedestrians and bicyclists. The City officially completed the work on October 15, 2006.

Creasy and SR 26:

Working with the developer of the Pavillions, the City made significant changes to the intersection. Additional left turn lanes were constructed on both of the Creasy Lane approaches and westbound SR 26. Additional improvements were also made to Creasy Lane just south of the intersection. Construction was completed on October 3, 2006.

Park East Boulevard:

Another joint venture between a developer and City, Park East was extended to McCarty Lane. The road now provides another way for motorists to access business located on the south side of SR 26 without having to travel on the state road. The road was constructed with four travel lanes and no sidewalks. Pedestrians will have to wait until the individual lots are developed before sidewalks are provided. The improvements were completed on December 2, 2006.

Concord Road:

The City has been moving forward with its plans to improve the Concord Road corridor. The first project involves improving the portion from Brady Lane to CR 350S. The project scope includes reconstructing the road and adding two additional travel lanes. At this time a sidewalk is not planned for the east side of the road. While a trail is planned for the west side, it will not extend the entire project length. At this time the design plans are being developed and the city has not yet held the public hearing.

CR 350S:

The City is currently developing plans to widen CR 350S from 9th Street to Concord Road. The project includes two additional travel lanes, improved intersections and sidewalks. No additional right-of-way will be needed for the project. Major construction is planned to begin in 2008. Only local funds will be used for this project.

City of West Lafayette**Tapawingo Extension:**

On June 5, 2007, city officials cut the ribbon opening the extension of Tapawingo Drive. The new four lane road connects SR 26 at Tapawingo to US 231 at Williams Street. It provides motorists a bypassing from the heavily congested SR 26/US 231 intersection. A wide path is located on the northern side of the road. This new road also serves as the connection to the perimeter parkway around Purdue.

Sycamore Lane:

The City is in the early stages of adding traffic calming measures to Sycamore Lane. An engineering firm has been hired and the design plans are being developed. The project scope includes installing speed tables, narrowing the travel lanes, modifying on street parking, creating a bus pull off and constructing sidewalks. The traffic calming features are intended to slow down motorists and deter the use of Sycamore as a short cut between US 52 and Salisbury.

Yeager Road:

The City has just embarked on improvements to Yeager Road between US 231 (Northwestern) and US 52 (Sagamore Parkway West). Yeager Road is heavily congested and functions as part of the interchange between the two state roads. The engineering firm working with the City is currently surveying and developing the design plans.

Tippecanoe County**McCarty Lane:**

This project continues to move forward and design engineering is nearly complete. The public hearing will be held soon. Shortly thereafter the County will begin purchasing property and construction is planned to begin in 2009. This project is the last improvement to the McCarty Lane corridor.

Cumberland Extension:

The alignment has been determined and design is progressing. This project involves extending Cumberland Avenue to Klondike Road. It will intersect US 231 near its midpoint. While this portion of the project is moving forward, the project is delayed due to INDOT's US 231 project. The drainage for Cumberland is dependent on new drainage facilities that will be built for the new US 231. Cumberland can not be constructed until the drainage work is completed.

Tyler Road:

The improvements for this project will address sight distance issues north of CR 900N. HES funds are being used. The project is currently in the early design stage.

South River Road:

This is the last of several projects targeting South River Road. The design work is nearly complete and the County anticipates purchasing the needed property this summer.

Lilly Road Bridge:

The Lilly Road Bridge is the main entrance and exit to the Lilly plant in Shadeland. Major progress has occurred over the past year. The design plans were completed and are now being reviewed by INDOT. As soon as the review is completed, the project can be let. The County does not need to purchase any additional land for the improvements.

McCormick Road:

This project is the short section of McCormick between Lindberg Road and Cherry Lane. The project has been placed on hold until Purdue's Master Plan has been completed.

Lindberg Road:

Using only local funds, the County has hired an engineering firm to design the improvements from McCormick to Klondike Road. The road will be widened and a trail will be constructed. Design plans are nearly complete and the County anticipates purchasing the additional property this year.

CR 430S/450S:

Located on the south side of Lafayette, these two county roads have seen a tremendous increase in traffic due to recent school and housing developments. This project is complete. The entire pavement was removed and replaced. In addition, both roads were slightly widened.

Yeager Road:

Travelers using Yeager Road between CR 500N and Kalberer Road currently must navigate four ninety degree curves. This project straightens the road out. Using only local funds, the County is currently working on the engineering plans.

Purdue Ring Road

The Transportation Plan for the Purdue Area received funding under SAFETEA-LU for the Harrison/William project: \$5.6 million. An engineering firm was hired and is working on the design plans. The major obstacle encountered so far is the grade on Williams Street and the intersections with Chauncey and Salisbury. Due to these design challenges, constructing the improvements will now be done in two phases. Harrison Street will be done first.

CityBus

CityBus added six new buses to its fleet on March 9, 2007. Two of the six buses were hybrids that operate by using electric motors and a smaller diesel engine.

Early in 2008, CityBus announced another record. The system transported over 4.7 million riders in 2007, a 7.2 percent increase over 2006. The only other transit system that transported more riders was Indianapolis. CityBus transported more riders in 2007 than Fort Wayne, South Bend and Evansville.

On January 3, 2008, CityBus started servicing developments and residents along CR 350S. This includes the new Wal-Mart store.

STATE PROJECTS

Various state roads have also been improved throughout the County. The projects varied from pavement marking to resurfacing roads, to new road construction. Several projects also advanced to the next stage of either right-of-way acquisition or construction. Some, however, have not progressed as anticipated.

SR 43 North:

Let on March 15, 2006, work progressed on the north bound travel lanes over the 2007 construction season. That side of the new road was completed on December 1, 2007 and motorists were then routed onto the new pavement. Work began shortly thereafter on the south bound lanes. Work is expected to continue over the 2008 construction season with completion before winter.

The improvements included widening the state road to four/five travel lanes from the interstate to just north of SR 225, and reduce the slight distance problem just north of CR 600N. This was the oldest project in the TIP, having been programmed in 1985.

SR 26 East:

The second oldest project in the FY 08 TIP was the “Crossroads SR 26” project. It was a high priority project designated by INDOT in 2000. The project was let for construction on November 15, 2006 and utility work began shortly after. On July 12, 2007, INDOT officials held the official ground breaking ceremony. Progress continued through the construction season and the new travel lanes were completed. Motorists were then routed onto the new pavement on December 3, 2007.

This project involves widening SR 26 just east of the I-65 to CR 550E. Improvements also include relocating CR 500E eastward to align with Goldersgreen Drive.

Hoosier Heartland:

INDOT placed this project on a fast track and the engineering firms are moving quickly through design. Even though the design has not yet been finalized, INDOT has already started purchasing property and construction will begin later in 2008 on several of the bridges. A building demolition project was let April 7, 2008. INDOT officials still anticipate a 2010 date for constructing the new road.

US 231 projects:

In FY 2007 and 2008, the north section of US 231 Relocation project (SR 26 to US 52) progressed with preliminary engineering activity continuing. Tippecanoe County and the APC held a meeting of the CAC to review project progress with the community.

However, all progress on the south section (US 231 to SR 26) of the Relocation project stopped. INDOT ceased all work because of rising costs and a low initial cost estimate. The community was informed that INDOT's project funds were capped and that any cost over the estimated needed to come from the community or other solutions explored. A local task force investigated options and conducted an additional Value Engineering assessment to identify project and funding options. For nearly a year, representatives from the community have met with INDOT, at both the policy and the

technical level, to explore ways to move the project forward. The community has proposed solutions and they are being discussed.

US 52 Bridges at the Norfolk and Southern Railroad:

In 1999, INDOT officials identified a need for a vehicular bridge over the Norfolk Southern railroad south of Lafayette. Trains block the road for lengthily periods of time causing significant delay, congestion and air pollution.

Initially identified as an important project under INDOT's IPOC scoring, this project has been placed on what INDOT refers to as provisional status. While technically not suspended or eliminated, the project is not advancing. INDOT officials have not provided any explanation why this project is not advancing.

INDOT completed engineering, design work, purchased all property needed for the improvements, and has cleared the right-of-way. The project is ready to be constructed. Several letters from local officials have been sent to INDOTs reiterating the importance of this project and requesting INDOT to move forward.

SR 26 at 300W and 500W:

In the western part of the County, INDOT has been moving these two improvements forward. The improvements at CR 500W include correcting the sight distance problem. The project was programmed in 1998, let for construction on December 12, 2007, and utility work started in early 2008. When the road construction begins, only one intersection will be closed at a time. The estimated completion date is July 31, 2009.

SR 38 through the Town of Dayton:

This project is progressing very slowly. Programmed in 1998, it took six years to reach the public hearing stage. The public hearing was held on October 20, 2004. Several objections were raised including the lack of sidewalks and the rural cross section design at the western portion of the project. The project is scheduled for an April 2009 letting.

US 52 – Beech Street to SR 25/38 and Wabash River to Beech Street:

These projects appear to now be on track and are progressing forward. Engineering firms have been hired and design is proceeding. Discussion has taken place concerning the maintenance of the current surface and the possible need for a temporary asphalt overlay. INDOT officials are working to keep these projects on track.

I-65 at SR 26:

This project is progressing. The scope of this project includes adding lanes by pulling back the sloped retaining walls underneath the I-65 Bridge. While this project addresses motor vehicle congestion, it originally did not provide for pedestrian traffic. During the public meeting, the Area Plan Commission requested sidewalks be installed with this project. Sidewalks are now included.

Two other improvements to SR 26 were combined with this project. One is radii improvements at 36th Street and the other is an asphalt overlay from US 52 to Park East Boulevard to prolong the life of the pavement.

The combined projects were let for construction on April 4, 2008 for \$13,993,403.71. The radii and resurface project will be done in 2008 and the major improvements at I-65 will be done in 2009. INDOT is holding off the major improvement until the construction east of the interstate is completed.

I-65 at SR 43:

The scope of this project has been scaled back since its initial inception due to project costs. One of the original components to this project involves reducing the congestion on the interstate northbound ramp. Due to budget constraints, this will not be done. The project does include replacing the SR 43 surface and improving the flow of south bound traffic on 43 who are turning left onto the interstate. The project was let for construction on May 8, 2008.

SR 25 at CR 575W and CR 500W:

Railroad and motor vehicle safety is the primary reason for this project. It is part of a three way agreement between Tippecanoe County, the Norfolk Southern Railroad and INDOT. The project closes the railroad crossing at CR 400S and at CR 575W. The County first constructed a new road connecting CR 400S to CR 500W. The railroad then upgraded the railroad crossing at CR 500W. This project is the remaining part of the three way agreement.

SR 25 – SR 28 to CR 100W:

This project involves resurfacing the road. It was identified as an important project by Major Moves in 2006. INDOT let the project on July 25, 2007 for \$3,330,695.18. The contractor is currently performing the prep work, and should be completed by August 2008.

US 52 – Just west of SR 352 to US 231:

This project is located on the west fringe of Tippecanoe County. Its scope involves rehabilitating the road and sub pavement. Unfortunately due to budget constraints and the low volume of traffic the project has been suspended.

Finally, several smaller state projects progressed within Tippecanoe County. A new traffic signal is being installed at US 52 and McCormick Road. The project was let October 31, 2007 and work started in April 2008. A drainage pipe under US 52 just south of Cumberland Avenue collapsed and needed to be replaced. That project was let for construction on August 8, 2007.

9. ITS Projects for Fiscal Year 2009 through 2013

SAFETEA-LU requires that any Intelligent Transportation System (ITS) project, or portion of a project, that received federal funds be identified along with the corresponding portion of the Tippecanoe County Regional ITS Architecture. ITS projects include traffic detection devices, dynamic message signs, emergency communications systems, and GPS-base vehicle tracking.

SAFETY-LU Rule 940 requires any project that moves into design to follow a systems engineering analysis that is commensurate with the project scope. A project is defined as an ITS project or program that will receive federal-aid. A portion of this system engineering approach includes the identification of portions of the regional architecture being implemented. **Exhibit 18** lists TIP projects, along with the corresponding Market Package¹, identified as having an ITS component. Descriptions of each ITS Market Package (i.e., grouping of similar technology) is provided following the table.

Exhibit 18 ITS Summary

ITS Market Package Name	Projects
ASTM03: Surface Street Control	City of Lafayette <i>(numbers are those listed in Exhibit 1)</i>
	1. Beck Ln; Poland Hill to Old US 231, Road Reconstruction & Widening
	2. CR 350S, 9th Street to Concord Road, Road Reconstruction & Widening
	4. Concord Rd. (Des # 0500092), Brady Lane to CR 350S, Road Reconstruction & Widening
	5. Concord Rd. & Maple Point Ext. (Des # 0800256), US 52 to Brady Lane, Reconstruction, Widening & New, Road Construction
	6. Earl Ave. (Des # 0400756), at State and 24th Streets, Safety Improvements
	8. Old Romney Rd.; Twyckenham to SR 25, Road Reconstruction & Widening
	9. South 9th St.; Twyckenham Blvd. to CR 350S, Road Reconstruction & Widening
	City of West Lafayette <i>(numbers are those listed in Exhibit 1)</i>
	10. Cumberland Ave; Salisbury St. to Soldiers Home Rd., Road Reconstruction
	11. Crosswalk, Flashers & Ramps (Des # 0800011), Happy Hollow & Cumberland Elementary, Safe Routes to School Grant
	12. Grant, Chauncey, Vine & Northwestern – Phase 1B, Reconfigure one-way pair
	19. Yeager Rd. (Des # 0600696), US 52 to Northwestern Ave., Added Travel Lanes
	Purdue University Area <i>(numbers are those listed in Exhibit 1)</i>
	37. Williams/Harrison St., Phase 1A, (Des # 0501163) Road Reconstruction & Widening

¹ National ITS Architecture Version 6.0

APTS01: Transit Vehicle Tracking	CityBus (<i>numbers are those listed in Exhibit 1</i>)
APTS02: Transit Fixed-Route Operations	35. Job Access and Reverse Commute (JARC), Section 5316, Extend Service to CR 350S & Purchase Hybrid Bus 36. New Freedom, Section 5317, Extend Service to Community Correction Facility & Purchase Security Cameras
APTS05: Transit Security	
APTS06: Transit Fleet Management	
APTS06: Transit Traveler Information	
APTS10: Transit Passenger Counting	

ASTM03 Surface Street Control: This market package provides the central control and monitoring equipment, communication links, and the signal control equipment that support local surface street control and/or arterial traffic management. This market package is consistent with typical urban traffic signal control systems.

APTS01: Transit Vehicle Tracking: This market package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time. The Transit Management Subsystem processes this information, updates the transit schedule and makes real-time schedule information available to the Information Service Provider.

APTS02: Transit Fixed-Route Operations: This market package performs vehicle routing and scheduling, as well as automatic operator assignment and system monitoring for fixed-route and flexible-route transit services. This service determines current schedule performance and provides information displays at the Transit Management Subsystem.

APTS5: Transit Security: This market package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment is deployed to perform surveillance and sensor monitoring in order to warn of potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems.

The surveillance and sensor information is transmitted to the Emergency Management Subsystem, as are transit user activated alarms in public secure areas. On-board alarms, activated by transit users or transit vehicle operators are transmitted to both the

Emergency Management Subsystem and the Transit Management Subsystem, indicating two possible approaches to implementing this market package.

APTS06: Transit Fleet Management: This market package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Subsystem.

APTS08: Transit Traveler Information: This market package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this market package.

APTS10: Transit Passenger Counting: This market package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops.

APPENDICES

Adoption Resolution Placed Here

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
MINUTES OF BOARD MEETING NO. 479
HELD MARCH 05, 2008

Present: Mr. Joe Krause, Board Chairman
Mr. Jeris Eikenberry, Board Secretary
Mr. Fred Harless
Dr. Jon Fricker
Mr. Joel Wright
Mr. Lee Kuipers
and Mr. Dan Moore

Mr. Martin Sennett, General Manager
Mr. Arnold Becker, Controller
Mr. John Connell, Manager of Operations
Mr. George Turner, Manager of Maintenance
Mr. John Metzinger, Development Manager
Mr. Chris Whitehead, Assistant Controller
Ms. Billye Vandeventer, Administrative Assistant
and Ms. Cheryl Knodle, Attorney

Guests: Doug Henderson - Co-Alliance

Mr. Joe Krause, Chairman, called the Board Meeting #479 to order at 11:47 am in the CityBus Board Room, 1250 Canal Road, Lafayette, Indiana 47904.

ROUTINE BUSINESS

1. Mr. Eikenberry made the motion to approve the minutes of Meeting 478, held January 23, 2008. Mr. Harless seconded the motion. The motion carried by a vote of 6 ayes and 0 nays.

OLD BUSINESS

NEW BUSINESS

Mr. Sennett presented a plaque to William Silver for his years of service with CityBus and congratulated him on his retirement.

1. Mr. Moore made the motion to accept the fuel bid for #2 diesel from Co-Alliance. (Exhibit I) Mr. Harless seconded the motion. The motion then carried by a vote of 6 ayes to 0 nays.
2. Mr. Eikenberry made the motion to approve the FY '09 TIP. (Exhibit II) Mr. Wright seconded the motion. The motion then carried by a vote of 6 ayes to 0 nays.
3. Mr. Harless made the motion to approve the Strategic Plan and reserves the right to amend if needed. (Exhibit III) Mr. Kuipers seconded the motion. The motion then carried by a vote of 6 ayes to 0 nays.

Mr. Kuipers excused himself from the meeting during Powerpoint presentation.

4. Mr. John Metzinger gave a Powerpoint presentation to the board on the results of the Customer Satisfaction Survey. Mr. Metzinger stated we received 825 surveys. Mr. Metzinger discussed the passenger demographics, overview of riders, and where they are going. He commented that we have an 87% satisfaction ratio. He then stated this survey was conducted on the regular routes and Access.
5. Mr. Moore made the motion to approve the incentive goals for FY '08 as presented. (Exhibit IV). Mr. Sennett stated under Staff Goals Compete TOD preliminary study should be changed to complete TOD and transfer center preliminary study. Mr. Wright seconded the motion and the motion then carried by a vote of 4 ayes to 0 nays.

Mr. Wright was not in Board Room during the vote.

6. Mr. Eikenberry made the motion to approve permission to seek bids for the disposal of obsolete buses. (Exhibit V). Mr. Sennett stated these buses will be placed on ebay for disposal and the bids will be presented to the board for approval. Mr. Moore seconded the motion. The motion then carried by a vote of 5 ayes to 0 nays.

7. Mr. Harless made the motion to approve sending the General Manager, the Manager of Development and up to two Purdue staff members to the APTA Transportation & University Communities Conference, April 05-08, 2008, in Reno, NV. Mr. Eikenberry seconded the motion. The motion then carried by a vote of 4 ayes to 1 nay.
8. The Board then considered approval of claims 14626 thru and including 14795 for a total of \$394,622.63. Mr. Eikenberry made the motion to approve and Mr. Wright seconded the motion. It then carried by a vote of 5 ayes to 0 nays.

General Manager stated it is time to submit a request for additional appropriations. He has requested 5 hybrid buses. GM stated this would be \$2.1 million in federal and we would have to match that with \$525 thousand. Mr. Sennett stated the request for buses should not require a vote now. Mr. Sennett commented his trip to Washington, DC with the Chamber of Commerce was a good trip. Mr. Sennett then stated he will be out of the office March 12 - 14.

Mr. Moore excused himself from the meeting during the General Manager's report.

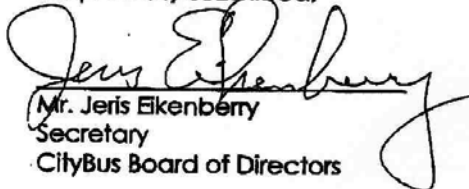
Chair, Joe Krause, opened the floor to discussion.

Dr. Fricker asked Mr. Metzinger about the marketing strategy for our goal of 7 million riders in 2012. Mr. Metzinger stated that he would be meeting with our advertising people to discuss.

Mr. Harless inquired if Mr. Sennett talked to anyone in Washington about a Federal Relations person. Mr. Sennett stated he had a meeting with someone that he feels he can work with.

With no other business to be conducted, Mr. Wright made the motion to adjourn the meeting. Mr. Harless seconded the motion. The motion carried by a vote of 4 ayes to 0 nays. The meeting adjourned at 1:08 pm. The next Board Meeting will be held on Wednesday, March 26, 2008, at 5:15 pm.

Respectfully Submitted,


Mr. Jeris Eikenberry
Secretary
CityBus Board of Directors

3/27/08
Date

Table Two
Apportionments
Draft

<u>GROUP</u>	<u>STP</u>	<u>Safety</u>	<u>EB</u>	<u>CMAQ</u>	<u>BRIDGE</u>	<u>TOTAL</u>
GROUP II						
ANDERSON	\$ 2,332,399	\$ 204,898	\$ -	\$ 803,844	\$ -	\$ 3,341,141
BLOOMINGTON	\$ 2,988,154	\$ 195,223	\$ -	\$ -	\$ -	\$ 3,183,377
ELKHART/GOSHEN	\$ 3,208,539	\$ 277,087	\$ -	\$ 1,020,743	\$ -	\$ 4,506,369
KOKOMO	\$ 2,060,027	\$ 134,587	\$ -	\$ -	\$ -	\$ 2,194,614
LAFAYETTE	\$ 4,063,819	\$ 265,499	\$ -	\$ -	\$ -	\$ 4,329,318
MUNCIE	\$ 2,167,065	\$ 191,458	\$ -	\$ 763,463	\$ -	\$ 3,121,986
TERRE HAUTE	\$ 1,873,620	\$ 167,605	\$ -	\$ 691,791	\$ -	\$ 2,733,016
COLUMBUS	\$ 1,623,323	\$ 106,056	\$ -	\$ -	\$ -	\$ 1,729,379
MICHIGAN CITY	\$ 1,510,733	\$ 139,781	\$ -	\$ 608,193	\$ -	\$ 2,258,707
TOTAL	\$ 21,827,679	\$ 1,682,194	\$ -	\$ 3,888,034	\$ -	\$ 27,397,907



3/24/2008

Apportionments Spending Limitation Draft

<u>GROUP</u>	<u>FY07 Share</u>	<u>FY08 Target</u>	<u>Percentage increase from FY07</u> 1.3398%	<u>Spending Authority Percentage for FY08</u> 93.0641%
GROUP II				
ANDERSON	\$ 3,296,968	\$ 3,341,141		\$ 3,109,403
BLOOMINGTON	\$ 3,141,290	\$ 3,183,377		\$ 2,962,581
ELKHART/GOSHEN	\$ 4,446,791	\$ 4,506,369		\$ 4,193,812
KOKOMO	\$ 2,165,599	\$ 2,194,614		\$ 2,042,398
LAFAYETTE	\$ 4,272,081	\$ 4,329,318		\$ 4,029,041
MUNCIE	\$ 3,080,711	\$ 3,121,986		\$ 2,905,448
TERRE HAUTE	\$ 2,696,883	\$ 2,733,016		\$ 2,543,457
COLUMBUS	\$ 1,706,515	\$ 1,729,379		\$ 1,609,431
MICHIGAN CITY	\$ 2,228,845	\$ 2,258,707		\$ 2,102,045
TOTAL	\$27,035,683	\$ 27,397,907		\$ 25,497,616



3/24/2008

Calculation of FY 2008 STP Funds

Lafayette Group II Funds:

STP: \$4,063,819
 Safety: \$265,299

Lafayette Group II Funds

STP	\$4,063,819
Safety	\$265,299
Total	\$4,329,318

Spending Authority: 93.0641

Total	\$4,329,318	x .930641 =	\$4,029,041
STP	\$4,063,819	x .930641 =	\$3,781,957
Safety	\$247,084	x .930641 =	\$247,084
			\$4,029,041

Amount of STP Group II funds available to program in FY 2008: \$3,781,957

METROPOLITAN TRANSPORTATION PLANNING PROCESS

CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County, Metropolitan Planning Organization for the Lafayette, West Lafayette, and Tippecanoe County, Indiana, urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantage business enterprises in those FHWA and the FTA funded projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

Area Plan Commission of Tippecanoe County
Metropolitan Planning Organization

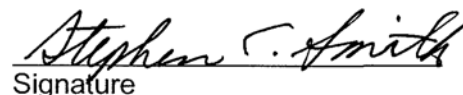
Indiana Dept. of Transportation
State Department of
Transportation


 Signature

Sallie Dell Fahey
 Name

Executive Director
 Title

12/19/07
 Date


 Signature

STEPHEN C. SMITH
 Name

PLANNING MANAGER
 Title

03/3/08
 Date

Public / Private Participation Responses and Comments

February 20, 2008: Technical Transportation Committee

The Committee reviewed the requests for local STP funds. The Committee first discussed the 2009 requests. Members decided to seek guidance from the Administrative Committee before prioritizing and determining the best use of the remaining balance. Members then discussed and prioritized 2010 through 2013 requests. No comments or questions were received from the general public.

March 4, 2008: Administrative Committee

A brief status report of the TIP was presented. Committee members discussed the remaining balance of federal funds and it recommended the funds be used for road projects first and then for bus purchase. No comments or questions were received from the general public.

March 19, 2008: Technical Transportation Committee

The Committee first decided which project would receive the remaining balance of federal funds and then the 2009 requests were prioritized. The Committee approved the priorities for all five years. No comments or questions were received from the general public.

March 25, 2008: Citizens Participation Committee

General information about the TIP, the timing of the report this year, local project information and priorities were presented. The following are the questions and comments from the meeting:

1. When it says fiscal year 2008, does it mean this fiscal year and that the money has not been spent yet or is it just for informational purposes only.
2. Is there some place in here (the handout) where it explains what PE, RW, and CN mean?
3. What does PE and ST mean?
4. What is project number five?
5. Will the project take out the extension office?
6. Do you think they will work on the lights at each end of Maple Point Drive? Getting out of Country Charm to cross 38 is a two minute wait and getting on 52 is a two minute wait. It takes four minutes to travel this far.
7. They asked local officials and we told it was state controlled. They came out and dug it up all real nice this summer at Country Charm and 38 and put in new loops but if you miss the loops. I have to wait four minutes everyday with preschoolers in my bus.
8. The light at maple point and 52 does not stay on that long and not many cars can turn.
9. I have counted seven and I don't know how many have turned on red.
10. They have cut a lot of trees down along Concord.
11. Is it from the tree fund?
12. Is it part of the Concord project?
13. They have paint marks on State Street.
14. Is that the light behind Jeff High School?
15. Is that the special federal money?
16. Will 24th be a right turn in and right turn out?
17. That is a bad intersection.
18. Is that the same money that paid for 18th and Kossuth?
19. Was that enhancement funds, what that approved?
20. Where will the security cameras be going?
21. There are eight or nine cameras on each bus.
22. They are interior and exterior.
23. Are they there to monitor the driver?
24. When they order new buses, do they also order cameras?
25. I saw the front of the bus laying there on the garage.
26. The camera proved that the beer truck crossed the lane.
27. What is project number 28, safety improvements.
28. The last time they did a surface treatment, they just roughed up the pavement.
29. Project 29, Yeager Road, are they going to pave Yeager Road all the way?
30. What were the problems being experienced on 52?

31. Does that go as far west as Kerfoot? When they added the turn lane and the lane shift is a mess. No one is following the white lines and the reflectors were not put back
32. There is another development where there is a shift in lanes and you get stuck in the ruts. They will probably have to repave a lot of 52 because later this year.
33. That Cumberland that comes into 52, at the first major road about half of the turn lane is gravel now.
34. The state repaved the travel lanes just south of Cumberland but they didn't do any paying of the turn lanes and the right turn lane was worse and really needed the new pavement.
35. On 52 from Klondike to 400, traveling both ways you can not see the white lines. The road is dirty, the lines don't show, the reflectors are gone and the shifts are terrible.
36. The shift used to be very bad but they were widened out. The problem is how much fill would be needed to probably fix it.
37. I see the state is starting to put up the light at McCormick and 52.
38. Would there be enough money to put the reflectors back in? It has been that for over a year or two.
39. I have complained to the district manager about a hole at Maple Point and 52. The hole fills with water and you don't know how deep it is. The district has filled it with stone but it keeps getting splashed out when it rains. If they did a better job at first they would not have to keep redoing it.
40. They also disputed that crossovers are not part of their maintenance responsibilities. It took a letter to the Governor and they (DOT) finally admitted that the county road crossovers and those for commercial are their responsibility.
41. Do you think if it would be helpful if a letter from our committee be drafted to Mr. Burris to have the reflectors be replaced?
42. It's a large organization and it's somewhat deorganized and that the two are working on different wave lengths. It's been years that they have tried to solve it.
43. I have sent Scott an email about the railroad crossing on 52 south because the pavement was bumpy at the crossing. They just recently ground the pavement and it's smoother.
44. Did that bridge get kicked off of the list?
45. On 52 you get stopped there for a very long period of time. The train is now stopping the traffic on 9th and 18th to do switching.
46. They are only supposed to block the road for so long.
47. They have put in more lines in the yard.
48. What is to replace the vans?
49. Do these projects get federal funds?
50. So would LUM qualify?
51. So would the Red Cross be included?
52. What does the Red Cross transport and to where?
53. Can you tell us again who is on the Technical Committee?
54. Do they have an opportunity for public comment?
55. Is the information advertised before the meeting?
56. Where does the neighborhood list contact list come from and when is it updated?
57. When does the Technical Committee meet?
58. Are you worried about the trust funding drain?
59. Is the problem with the Trust fund is that it is not bring in enough funds.
60. Is that the only income source for the trust fund?
61. That is how much we contributed, how much did we get back?
62. On page 16, are the fund numbers supposed to add up?
63. Did the bridge repair come out of different funds?
64. Are there special caps and levees for bridges?
65. Where do your salaries come from?
66. Since this is done every year, the main impact is 2009. Page 33 is the main important table.
67. At one time the 52 north project was on the list.
68. So it's spend it or lose it.
69. What would the money be used for?
70. The state is going to spend it and use it for construction.
71. You have a US highway project and how can you say we are not going to build it?
72. The article in the paper said that lowering the speed limit. This is a false economy.
73. When you have an accident, you won't travel as far.
74. How does it reduce the cost of the project?
75. You are going to have people race through the new section and they will probably raise the speed limit and install a concrete barrier in three years.
76. I thought a trial would be installed there all along.

- 77. Who did the proposal go to?
- 78. How much savings have been identified?
- 79. We out to be planning a 565 around the west side.
- 80. With the reduced speed, it would be nice for it to be landscaped.
- 81. I think the wildflowers are very helpful and environmentally friendly.

April 16, 2008: Technical Transportation Committee

The Committee reviewed and prioritized INDOT projects. No comments or questions were received from the general public.

May 21, 2008: Technical Transportation Committee

The Committee reviewed the draft document. More detail and what action taken will be added here after the meeting.

May 27, 2008: Citizens Participation Committee

The draft TIP was presented to the Committee. More detail will be added here after the meeting.

May//June 2008: Administrative Committee

The Committee reviewed the draft document. More detail will be added hear after the meeting.

June 18, 2008: Area Plan Commission

The draft document was presented. More detail will be added hear after the meeting.

**CHANGE ORDER POLICY
for
FEDERAL AID STP/MG FUNDS**

Greater Lafayette Area Transportation and Development Study Area

The following procedures will be followed by the Area Plan Commission of Tippecanoe County (APC) in its capacity as Metropolitan Planning Organization (MPO), the INDOT Crawfordsville District Construction Engineers, the Local Government Engineers (LPA Engineer), and Project Construction Engineers regarding all federal aid local project change orders in Tippecanoe County, Indiana:

- When the LPA Engineer is informed by the Project Construction Engineer that a change order is required, the LPA Engineer shall contact the MPO to determine if or what portion of federal funds are available within the amount programmed for the project in the Transportation Improvement Program (TIP). The MPO will verify by phone whether or not the funds exist for the change order and inform the LPA Engineer if federal aid funds are available.
- The LPA Engineer will complete the change order form along with the amount of federal aid funds being requested, and send it directly to the MPO (APC). The Executive Director of the Area Plan Commission or designee will sign the change order and indicate the amount of federal, if any, and local funds required. The MPO will send the change order to the LPA Engineer for signature by the Board of County Commissioners, Mayor, or Town Council as appropriate.
- The LPA Engineer will provide a signed copy of the change order to the MPO.
- The MPO will forward the signed change order with the corresponding state Designation Number (Des #) to INDOT's Office of Policy and Budget Fiscal Management and the INDOT Crawfordsville District Construction Engineer.
- It is the responsibility of the local government to ensure that change orders have been provided to the MPO and that the MPO has signed off assuring that the federal aid funds are available.
- If this change order policy is not followed, the local government requesting federal aid funds will be required to use 100% local funds for the change order.
- When additional federal aid funds are not available within the amount programmed in the TIP, the local government may request a TIP amendment to increase the amount of federal aid available to the project. To facilitate such an eventuality, 5% of estimated federal funds will be left unprogrammed in the TIP so long as those unprogrammed funds are not in danger of being lost to the community. As custodians of those funds, the MPO (APC staff) will determine when all unprogrammed funds must be programmed.

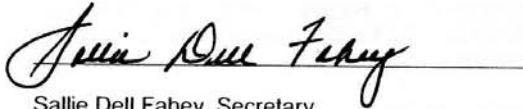
April 11, 2006

- In Dayton, Battle Ground and Clarks Hill (which have no local government engineer), the Project Construction Engineer will fulfill the responsibilities of the LPA Engineer for purposes of compliance with this policy.

Adopted by the Area Plan Commission of Tippecanoe County in its capacity as the Policy Committee of the Metropolitan Planning Organization this 19th day of April 2006.

A handwritten signature in cursive script, appearing to read "Gary Schroeder", written over a horizontal line.

Gary Schroeder, President

A handwritten signature in cursive script, appearing to read "Sallie Dell Fahey", written over a horizontal line.

Sallie Dell Fahey, Secretary

April 11, 2006

Planning Support for TIP Projects

The following two tables document the planning support for both local and State Projects. Each list provides a project description or code number and the document and page number where the planning support can be found.

LOCATION	PROJECT TYPE	PROJECT or DES NO.	SUPPORTING DOCUMENTATION
Beck Lane (Poland Hill to Old 231)	Road Reconstruction & Widening	---	TP, TFP-15
CR 350S (9 th to Concord Road)	Road Reconstruction & Widening	---	TP, TFP 14/15
City-Wide Trail & Greenway Master Plan	Trail Plan	---	City Assessment
Concord Road (Brady Lane to CR 350S)	Road Reconstruction & Widening	0500092	TP, TFP-14/15, FY '08 TIP
Concord Rd. & Maple Point (US 52 to Brady Lane)	Road Reconstruction & Widening & New CN	0800256	TP, FY '08 TIP
Earl Avenue (at State and 24 th Streets)	Safety Improvements	0400756	HES Study, FY '08 TIP
North 26th (Union to Cason)	Sidewalks & Ramps	0800010	SRTS Application
Old Romney Road (Twyckenham to SR 25)	Road Reconstruction & Widening	---	TP
South 9th (Twyckenham to CR 350S)	Road Reconstruction & Widening		TP, TFP-15, FY '08 TIP
Cumberland Avenue (Salisbury to Soldiers Hm)	Road Reconstruction	---	TP, TFP-15, FY '08 TIP
Crosswalk, Flashes & Ramps	SRTS Grant	0800011	SRTS Application
Grant, Chauncey, Vine (Phase 1B)	Reconfigure One-Way Pair	---	TP, TFP-15, FY '08 TIP
Happy Hollow (US 52 to North River R.)	Reconstruction	---	TP, TFP-15, FY '08 TIP
Lindberg Road (Celery Bog)	Reconstruction	---	City Assessment
School-Centered Program	SRTS Grant	---	SRTS Application
Soldiers Home Road (Kalberer Rd to US 52)	Road Reconstruction & Urbanization	---	TP, TFP-15, FT '08 TIP
Sycamore Lane (US 52 to Salisbury St.)	Traffic Calming	0600792	HES Study, FY '08 TIP
Wabash Heritage Trail Trolley Line to existing trail	New Trail Construction	0710997	West Laf. Strategic Plan
Yeager (US 52 to Northwestern)	Added Travel Lanes	0600696	TP, TFP-15, FY '08 TIP
North River Road (Quincy to Catherwood)	Reconstruction & Urbanizations	---	TP, TFP-15, FY '08 TIP
Salisbury Street (at US 52)	Intersection Improvement	---	TP, TFP-15, FY '08 TIP

LOCATION	PROJECT TYPE	PROJECT or DES NO.	SUPPORTING DOCUMENTATION
Soldiers Home Road (Kalberer Rd to City Limits)	Road Reconstruction & Urbanization	---	TP, TFP-14, FY '08 TIP
Cumberland Road Ext. (Klondike to Existing Road)	New Road Construction	0300595	TP, FY '08 TIP
CR 900E (#153) (N. Fork Wildcat Creek)	Bridge Rehabilitation	0201093	County Bridge Program
Hog Point Bridge (Tippecanoe River)	Replace Bridge and Approaches	---	County Bridge Program
Lilly Road Bridge (#U0209)	Replace Bridge and Approaches	0100365	County Bridge Program
Lindberg Road (Klondike to McCormick)	Road Reconstruction & Widening	---	TP, TFP-15, FY '08 TIP
McCarty Lane Extension (CR 550E to SR 26)	New Road Construction	0400938	TP, TFP-14, FY '08 TIP
McCormick Road (Cherry Lane to Lindberg)	Road Reconstruction & Widening	---	TP, TFP-15, FY '08 TIP
South River Road (CR 300W to US 231)	Widening & Surfacing	---	TP, TFP-15, FY '08 TIP
Tyler Road (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study, FY '08 TIP
Yeager Road (North of Kalberer Rd.)	Road Realignment	---	TP, FY '08 TIP
Bridge Replacement (Various Locations)	Replacement	---	County Bridge Program
Railroad Street (Prophet St. to SR 225)	Road Rehabilitation	0200770	Town Council, FY '08 TIP
Purdue University Airport	Hanger & Helistop	---	AMP
CityBus	Operating Assistance & Capital Assistance	---	TDP, Draft CHSTP
Williams/Harrison St. (Phase 1A)	Road Reconstruction & Widening	0501163	TP, FY '08 TIP
US 52 West Study	Corridor Study	---	Local Task Force
Six Replacement Vans (Section 5310 Grant)	New Vans	---	Application
AMP-Airport Master Plan CHSTP – Coordinated Human Service Transit Plan Bic./Ped. Plan – Bicycle & Pedestrian Plan F/D – Federal Aid Crossing Questionnaire, Diagnostic Review TDP – Transit Development Plan TFP – Thoroughfare Plan TIP – Transportation Improvement Program TP – 2030 Transportation Plan			

INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 25 Hoosier Heartland Corridor	New Road Construction	9802920	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
SR 25 Hoosier Heartland Corridor	New Road Construction	0500596	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
SR 25 Hoosier Heartland Corridor	New Road Construction	0500598	MM, DOTLRP-1, LRP, FY '08 TIP, INSTIP
SR 25 CR 575W, 400S, 500W	Intersection Improvements	0101064	District Review, FY '08 TIP, INSTIP
SR 25 3.77 Mi. N. of SR 225	Small Structure Replacement	0200004	District Review, FY '08 TIP, INSTIP
SR 25 At CR 375W	Add Passing Lane	0500107	District Review, FY '08 TIP, INSTIP
SR 25 0.35 to 2.45 Mi E of US 231	Road Resurfacing	0710411	District Review
SR 25 At Old US 231	Traffic Signal Modernization	0710915	District Review
SR 26 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	MM, LRP, FY '08 TIP, INSTIP
SR 26 Tippecanoe/Warren Line	Intersection Improvement	0201252	District Review, FY '08 TIP, INSTIP
SR 26 At CR 500E	Landscaping	0600401	FY '08 TIP
SR 26 .46 Mi W to .07 Mi E US231	Asphalt Overlay	0710916	District Review
SR 26 At Marstellar	Traffic Signal Modernization	0710916	District Review
SR 26 6.2 miles west of SR 526	Small Structure Replacement	0800352	District Review
SR 38 .45 to 1.17 Mi east of I-65	Pavement Replacement	9802490	MM, LRP, FY '08 TIP, INSTIP
SR 43 1.93 Mi N of I65 to SR 18	Surface Treatment	0800133	District Review
US 52 Beech St to SR 25/38	Road Replacement	9802510	MM, FY '08 TIP, INSTIP
US 52 Norfolk Southern Xing	Grade Separation	9900510	FY '08 TIP, IPOC
US 52 Wabash R. to 3.03 Mi East	Pavement Replacement	0100699	MM, FY '08 TIP, INSTIP
US 52 Over CSX RR & N. 9th	EB Bridge Replacement	0201210	FY '08 TIP, District Review
US 52 Over CSX RR & N. 9 th	WB Bridge Replacement	0201211	FY '08 TIP, District Review
US 52 Wabash River Bridge	Bridge Replacement	0400774	District Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 52 SR 443 Bridge	Landscaping	0401287	Wildflower Program
I-65 At SR 43	Interchange Modification	9802790	MM, LRP, FY '08 TIP, INSTIP
I-65 At Swisher Road	Bridge Deck Overlay	0710471	District Review
I-65 At CR 200N	Bridge Deck Overlay	0710472	District Review
SR 126 SR 526 to US 231	Asphalt Overlay	0710363	District Review
US 231 .5 Mi N Wabash R to SR 26	New Road Construction	9700830	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP, PU Plan
US 231 SR 26 to US 52	New Road Construction	0300431	MM, DOTLRP-26, LRP, FY '08 TIP, INSTIP
US 231 NB Bridge Wabash R.	Bridge Rehabilitation	0400064	District Review
US 231 .5 Mi N Wabash R to SR 26	New Road Construction	0600629	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP
US 231 At Vine Street	Traffic Signal Modernization	0710918	District Review
SR 443 SR 43 to US 52	Asphalt Overlay	0710378	District Review
Museums at Prophetstown Museums Campus	Trail & 12 acre restoration	9981310	Enhancement Grant
Various Locations at Purdue University	Road Resurfacing	0400569	District Review

DOTLRP: INDOT 2007 Long Range Plan

MM: Major Moves

INSTIP – Indiana DOT TIP

LRP: 2030 Transportation Plan

TIP: Transportation Improvement Program

January 31, 2008

Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2009 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. In accordance with Congressional regulations, this notice is intended to give the general public notice that a TIP is being developed and to provide an opportunity for comments or questions concerning its development

The TIP is a document that lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, Dayton, Battle Ground, CityBus, the Purdue University Airport and INDOT. At this time APC staff is compiling those lists.

Since the Lafayette – West Lafayette – Tippecanoe County area only receives a limited amount of federal funds, projects using federal funds must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on February 20, 2008, at 2:00 p.m. in the West Lafayette City Hall, lower level conference room.

After projects are prioritized, Staff will develop a draft TIP. That draft will then be reviewed by the Technical Transportation, Citizen Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another public notice will be posted with the dates and times of the Administrative Committee and Area Plan Commission meetings. All meetings are open to the public; comments are welcomed.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and on line at www.tippecanoe.in.gov/apc, on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad
Senior Planner - Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd St.
Lafayette, IN 47901
(765) 423-9242
Fax: (765) 423-9154
email: dpoad@tippecanoe.in.gov

Reference Number: 08 – 041

April 8, 2008

Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2009 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. This notice is provided as a part of our citizen participation process and invites citizens to review, comment and ask questions about the projects being included for funding.

The Indiana Department of Transportation (INDOT) submitted its list of projects. The Technical Transportation Committee will review those projects and recommend priorities during its April meeting on April 16th, at 2:00 p.m. in the West Lafayette City Hall.

INDOT's project list is available for inspection at the offices of the Area Plan Commission or on line at www:/Tippecanoe.in.gov/APC. A list of local projects is also available on the web site.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and on line at www.tippecanoe.in.gov/apc, on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad
Senior Planner - Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd St.
Lafayette, IN 47901
(765) 423-9242
Fax: (765) 423-9154
email: dpoad@tippecanoe.in.gov

Reference Number: 08 – 132

Funding Transportation Projects Public Notice

(Third Notice)

NOTICE THAT THE
FY 2009 TRANSPORTATION IMPROVEMENT PROGRAM
IS BEING DEVELOPED
AND
NOTICE of PUBLIC MEETING to REVIEW and PRIORITIZE
CITY AND COUNTY PROJECTS SEEKING URBAN FEDERAL FUNDS and
INDIANA DEPARTMENT OF TRANSPORTATION PROJECTS
FOR THE
GREATER LAFAYETTE AREA TRANSPORTATION DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County is developing the FY 2009 Transportation Improvement Program (TIP). In compliance with Congressional Legislation, this publication notice is intended to notify the general public that a TIP is being developed and to provide an opportunity for any comments or questions concerning its development.

The TIP is a document that lists local and State transportation projects proposed for Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. At this time APC Staff is compiling those lists.

Since the Greater Lafayette Area only receives a small portion of federal transportation funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Greater Lafayette Technical Transportation Committee to do this. The Greater Lafayette Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking urban federal funds and the Indiana Department of Transportation federally funded and financially constrained road project list at its February 20, 2008 meeting, at 2:00 p.m. in the West Lafayette City Hall.

After projects are prioritized, Staff will develop a draft document. It will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be published providing the time, date, and location of the Area Plan Commission meeting. All meetings are open to the public. If there are any comments that propose significant changes to the document, an additional public hearing will be held.

A list of City, County and the Indiana Department of Transportation projects and other pertinent documentation can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette, Indiana, during normal office hours or on the APC website at www.tippecanoe.in.gov/apc

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY


EXECUTIVE DIRECTOR
(Sallie Dell Fahey)

Date Approved: 1/30/08

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THE *Area Plan Commission*
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

February 6, 2008
Ref. No. 08 - 062

Bruce Rush, Manager
Fed Ex Freight
3131 Concord Road
Lafayette, IN 47905

Dear Mr. Rush:

The Staff of the Area Plan Commission of Tippecanoe County is developing the FY 2009 Transportation Improvement Program (TIP) for Tippecanoe County. In accordance with Congressional regulations, this letter invites you to ask for information, ask questions, make comments and express concerns regarding the content and development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects that will use federal funds, projects that are consistent with the 2030 Transportation Plan, and other significant regional projects. At this time Staff is compiling those lists.

Since the Lafayette - West Lafayette - Tippecanoe County area receives only a limited amount of federal funds, projects must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on February 20, 2008 at 2:00 pm in the West Lafayette City Hall, lower level conference room. We invite you to attend. There will be a time for comments and questions at the meeting.

After the February 20th meeting, the Area Plan Commission staff will develop a draft TIP. It will contain project priority lists, and financial capacity documentation for local road projects as well as for CityBus (GLPTC). Several summaries will be included: public and private participation; status of projects that were programmed in the FY 2008 TIP; and comments and questions from the general public.

When complete, the draft TIP will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. You will receive separate notification of the date and time of the Area Plan Commission meeting. All meetings are open to the public; we encourage your participation.

If you have questions or comments pertaining to development of the TIP, please direct them to:

Doug Poad, Senior Planner - Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd St.
Lafayette, IN 47901
(765) 423-9242,
email: dpoad@tippecanoe.in.gov

Sincerely,


Sallie Dell Fahey
Executive Director

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

THE *Area Plan Commission*
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]
www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 8, 2008
Ref. No. 08 - 134

JACKIE MIZE
LINCOLN NEIGHBORHOOD
1221 GREENBUSH
LAFAYETTE, IN 47904

Dear Ms. Mize,

In February we mailed you a letter regarding the development of the Fiscal Year 2009 Transportation Improvement Program (TIP). In addition to letting you know that we are developing the TIP, it stated that the Technical Transportation Committee would review and prioritize those local projects proposed for federal funding. The Committee performed these tasks at its February and March meetings. Project and priority summaries are included.

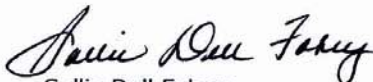
The letter also stated that the Committee would prioritize Indiana Department of Transportation projects. It wasn't until March 31st that we received the list. We are sending this letter notifying you that the Technical Transportation Committee will review those projects and recommend priorities on April 16th, at 2:00 p.m. in the West Lafayette City Hall. You will find INDOT's project list enclosed.

We are also currently preparing the draft document. Before it is presented to the Area Plan Commission for adoption, we will send you another letter confirming the meeting date, time, and location.

If you would like to make any comments, please direct them to:

Doug Poad, Senior Planner - Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd St.
Lafayette, IN 47901
(765) 423-9242,
email: dpoad@tippecanoe.in.gov

Sincerely,



Sallie Dell Fahey
Executive Director

Third Contact Letter Place Here

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3rd Street
LAFAYETTE, IN 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]

Sallie Dell Fahey
EXECUTIVE DIRECTOR

MEETING NOTICE

of the

CITIZEN PARTICIPATION COMMITTEE

DATE **March 25, 2008**
TIME **7:00 p.m.**
PLACE **Grand Prairie Room,**
County Office Building
20 North 3rd Street
Lafayette, IN

A G E N D A

- I. Approval of the Minutes from the January 22, 2008 Meeting
- II. Feedback and Discussion from Group Representatives:
 - Coordinated Human Services Transit Plan*
- III. PROGRAM:
 - Transportation Improvement Program FY 2009 to FY 2013
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. ADJOURNMENT

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

DRAFT

2nd CPC Agenda

Tech minutes – Adoption